



# Cambridge City Council

## Planning

**Date:** Wednesday, 24 April 2024

**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

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**  
General and Enforcement Items

There will be a forty-five 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 whether or not the meeting will be adjourned.

2 Apologies

3 Declarations of Interest

4 Minutes (Pages 5 - 14)

5 Update on Biodiversity Net Gain (Pages 15 - 20)

**Part 1: Major Planning Applications**

6 23/04191/REM Netherhall Farm, Worts' Causeway (Pages 21 - 88)

7 23/04289/FUL Brookmount Court, Kings Hedges (Pages 89 -  
Road, Cambridge 170)

**Part 2: General and Enforcement Items**

8 Cambridge City Council Appeals Report 10.04.2024 (Pages 171 -  
174)

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

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

## Information for the public

The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.

For full information about committee meetings, committee reports, councillors and the democratic process:

- Website: <http://democracy.cambridge.gov.uk>
- Email: [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk)
- Phone: 01223 457000

This Meeting will be live streamed to the Council's YouTube page. You can watch proceedings on the livestream or attend the meeting in person.

Those wishing to address the meeting will be able to do so virtually via Microsoft Teams, or by attending to speak in person. You must contact Democratic Services [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk) by 12 noon two working days before the meeting.

This page is intentionally left blank

**PLANNING**

6 March 2024

10.03 am - 4.40 pm

**Present:**

**Planning Committee Members:** Councillors Baigent (Vice-Chair, in the Chair), Bennett, Carling, Dryden, Levien, Porrer and Thornburrow

Councillor Dryden left the meeting after the vote on item 24/27/Plan and did not return.

**Officers:**

Delivery Manager: Toby Williams

Built Environment Team Leader: Trovine Monteiro

Built and Natural Environment Manager: Jane Green

Area Team Leader (West): Michael Sexton

Principal Ecologist: Daniel Weaver

Principal Planner: Katie Christodoulides (virtually)

Senior Planner: Laurence Moore

Senior Planner: Tom Chenery

Planning Officer: Rachel Brightwell

Legal Adviser: Keith Barber

Committee Manager: Sarah Steed

Meeting Producer: Chris Connor

**FOR THE INFORMATION OF THE COUNCIL****24/24/Plan Apologies**

Apologies were received from Councillor Smart, Councillor Baigent as Vice-Chair chaired the meeting.

Councillor Thornburrow was elected as Vice-Chair for the meeting for the purpose of consultation requirements arising from any decisions.

**24/25/Plan Declarations of Interest**

<b>Name</b>	<b>Item</b>	<b>Interest</b>
Councillor Baigent	All	Personal: Member of Cambridge Cycling Campaign.

## **24/26/Plan Year One Review of the Greater Cambridge Design Review Panel and the Incorporation of the Disability Consultative Panel into the GCDRP**

The Committee received an information report regarding the Year One Review of the Greater Cambridge Design Review Panel (GCDRP) and the incorporation of the Disability Consultative Panel into the GCDRP.

The Chair of the GCDRP attended the meeting to answer Members' questions.

A summary of Member comments is as follows:

- i. Accessibility and design needed to be considered at the earliest point of any development proposal.
- ii. Supported merging of the Design Review Panel and the Disability Consultative Panel.
- iii. Welcomed the Accessibility Officer drafting a guide which could be provided to developers at the outset relative to accessibility matters.
- iv. Queried if volunteers on the Panel would be paid for their contribution to the Panel's work.
- v. Asked for the new Terms of Reference to be shared with the Committee.

In line with the recommendations set out in paragraph 2.1 of the officer's report, the Committee noted:

- the recommendations made by the Independent Advisory Group about the GCDRP and how these will be taken forward; and
- the incorporation of the Disability Consultative Panel into the existing GCDRP and establishing an Accessibility Forum.

## **24/27/Plan 22-05352-FUL 18 Adams Road**

The Committee received an application for full planning permission.

The application sought approval for the erection of a single dwelling and garage.

The Area Team Leader updated the Officer's report by referring to additional information contained within the Amendment Sheet namely:

- i. third party representation received from Chris Smith of Small Ecology regarding ecology issues; and
- ii. amendments to conditions 10 and 11.

The Committee received representations in objection to the application which covered the following issues:

- i. Nature Reserves such as the Adams Road Bird Sanctuary (ARBS) contributed to biodiversity, conservation, public amenity, and recreation.
- ii. The Planning Inspector dismissed the appeal against refusal of the previous application because the information provided did not comply with Local Plan policies.
- iii. The matter did not hinge on details of the individual garden at 18 Adams Road; the key factor was the group value of the curtilage gardens. The harm created by the development could not be appropriately dealt with by conditions.
- iv. The Applicants had focused on the individual garden and noted the Officer's recommendation included 35 conditions.
- v. Noted there were 35 objectors to the applications and 4 supporters of the application.
- vi. Noted comments that the increased distance of the new house to the ARBS was enough to make a difference on the ecological impact but commented that the proposed new house was just one metre further away compared to the previous proposal (at 10.4m as opposed to 9.4m).
- vii. Referred to location plans displayed during the meeting for the previous application and the current application and noted that the new house was aligned east to west along the ARBS boundary; the ecological impact would be greater.
- viii. There was a presumption against approval unless proposals could demonstrate no adverse effect on adjoining designated sites and their biodiversity. The application failed to do this.
- ix. Referred to a summary of the ecological information which the applicant had submitted commenting the data had been underplayed as the data was one point away from national importance. The site appeared to be a significant foraging area.
- x. In the absence of additional surveys, particularly an autumn survey, best practice guidance on bat protection was being breached.
- xi. Rapid risk assessment for impact on newts was being wrongly applied.

John Mason (Applicant's Agent) addressed the Committee in support of the application.

The Committee Manager read out statements in objection to the application on behalf of Ward Councillors - Councillor Nestor and Councillor Payne.

Councillor Simon Smith addressed the Committee as Ward Councillor speaking in objection to the application.

A vote was taken on the Officer's recommendation to grant planning permission for the reasons set out in the Officer's report subject to the conditions recommended by the Officer and to the amendments to conditions 10 and 11 as set out within the Amendment Sheet. The vote was lost by 0 votes in favour to 5 against with 2 abstentions.

The Committee made the following comments as reasons for refusal:

- i. Requested reference to Local Plan Policy 56(g) – Designing places to remove the threat or perceived threat of crime. Conflict between the ecological requirements to keep light levels low versus lighting and safety in design.
- ii. Requested reference to lighting and referred to the Planning Inspector's Appeal decision. The proposal introduced first floor row of lights, facing north which are on the elevation facing the ARBS which added weight to the Inspector's decision. The harm was not mitigated.
- iii. Referred to NPPF paragraph 186a.
- iv. Reference to previous reason for refusal 3 and substantial hard surfacing and impact on European protected mammal (great crested newt).

The Delivery Manager offered the following summary of reasons for refusal reflecting Members' discussion during the meeting, which the Committee confirmed: that the application be refused on the grounds of ecology and biodiversity with reference to Local Plan policies 55, 56, 69, 70 and NPPF paragraph 186 with the detailed wording for the reason(s) for refusal delegated to Officers in consultation with Chair, Vice-Chair and Spokespersons.

The Committee:

**Resolved (by 6 votes to 0)** to refuse the application contrary to the Officer recommendation on the grounds of ecology and biodiversity with reference to Local Plan policies 55, 56, 69, 70 and NPPF paragraph 186 with the text for the reason(s) for refusal being delegated to Officers in consultation with Chair, Vice-Chair and Spokespersons.

**24/28/Plan 23-04037-FUL Babbage House, Castle Park**



The Committee received an application for full planning permission.

The application sought approval for refurbishment and retrofit of the existing building with new fourth storey, rooftop plant and rear extension, new cycle parking and landscaping adjacent to the building together with new cycle hub in existing basement car park under Castle Court.

The Principal Planner updated their report by referring to amendments contained within the Amendment Sheet namely:

- i. amendments to the trigger points for conditions 3, 4, 5, 7, 14, 15, 16, 17, 18 and 24;
- ii. an amended recommendation that 'Delegated authority for Officers to determine whether any representations received in the intervening period between today and the 12 March 2024 in respect of the amended red line are significant or sufficiently sensitive as to necessitate bringing the application back to Committee for determination and to otherwise grant permission in accordance with the Planning Committee resolution'.

David Seddon (Applicant's Agent) addressed the Committee in support of the application.

The Delivery Manager offered the following summary of amendments to the Officer's recommendation reflecting Members' debate during the meeting:

- i. to delegate authority for Officers to determine whether any representations received in the intervening period between today and the 12 March 2024 in respect of the amended red line are significant or sufficiently sensitive to necessitate bringing the application back to Committee for determination or otherwise grant permission in accordance with paragraph 9.1 of the Officer's report;
- ii. the amendments to trigger points for conditions 3, 4, 5, 7, 14, 15, 16, 17, 18 and 24 as set out in the Amendment Sheet;
- iii. the amendment to condition 5 - hard and soft landscaping regarding surface treatment of the car and cycle parking to ensure adequate segregation and safety for people arriving by bike;
- iv. an additional informative referring to Botanic House cycle standard to encourage the provision of a centralised cycle park of the highest standard; and
- v. delegated authority to Officers to seek advice and apply, if possible, an informative or additional condition in relation to 'water in use'.

The Committee:

**Unanimously resolved** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the planning conditions set out in the Officer's report with amendments to trigger points for conditions 3, 4, 5, 7, 14, 15, 16, 17, 18 and 24 as set out in the Amendment Sheet;
- ii. an amendment to condition 5 - hard and soft landscaping condition regarding surface treatment of the car and cycle parking to ensure adequate segregation and safety for people arriving by bike;
- iii. an additional informative referring to Botanic House cycle standard to encourage the provision of a centralised cycle park of the highest standard;
- iv. delegated authority to Officers to seek advice and implement, if possible, an informative or additional condition in relation to 'water in use'.
- v. delegated authority for officers to determine whether any representations received in the intervening period between today and the 12 March 2024 in respect of the amended red line are significant or sufficiently sensitive to necessitate bringing the application back to Committee for determination otherwise to grant permission in accordance with the Committee resolution.

### **24/29/Plan 23-03704-FUL BT Site Long Road**

The Committee received an application for full planning permission.

The retrospective application sought approval for the creation of a secure storage compound to the rear of the Cambridge Trunks Telephone exchange site and siting of five containers to the front of the site.

The Committee received a representation in objection to the application from a representative of a Retirement Living Scheme which backed on to the BT Site:

- i. The site was a couple of metres from the rear of the retirement living scheme accommodation.
- ii. The site had been an issue for over three years.
- iii. Had raised concerns about pollution and noise; works often started at 5/6am.

- iv. Noted bushes on the site had been removed, the site was now completely visible to residents and removed residents' privacy.
- v. Had requested the site was relocated to the front car park but had been told this was not possible due to security issues.
- vi. Had been told that a previous application (which resolved residents' concerns) had been approved by mistake and had been withdrawn by the Manager.
- vii. Asked for the site to be moved away from the residential area.
- viii. Requested a leylandii hedge to screen the site from residents and for noise restrictions to be imposed.

The Delivery Manager offered the following summary of amendments to the Officer's recommendation reflecting Members' debate during the meeting to approve the application subject to the planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to Officers;

- i. an additional informative in relation to the management of the civils area and better liaison with residents; and
- ii. a green roof condition in relation to the siting of the storage containers.

#### The Committee:

**Unanimously resolved** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report subject to:

- i. the planning conditions set out in the Officer's report with delegated authority to Officers to make minor amendments to the conditions as drafted;
- ii. delegated authority to Officers to draft and include the following:
  - a. a green roof condition; and
  - b. an informative regarding the management of the civils area and better liaison with residents.

#### **24/30/Plan 23-04895-S73 Cherry Hinton Library, High Street, Cherry Hinton**

The Applicant withdrew the planning application, so the application no longer needed to be determined by the Committee.

#### **24/31/Plan 23-03778-HFUL 65 Ferrars Way**

The Committee received an application for full planning permission.

The application sought approval for a part single storey, part two storey rear extension, rear dormer that raises the ridge height, and garden studio/outbuilding.

The Planner updated their report by referring to the additional informative detailed in the Amendment Sheet namely:

- i. Proposing an informative to be added bringing to the notice of the applicant of the need for planning permission to change the use of the dwelling to that of an HMO.

The Committee received a representation in objection to the application from a local resident:

- i. Was directly affected by the proposal as the site faced the rear of their house.
- ii. The size, bulk and massing overpowered their rear garden and adjoining properties.
- iii. The proposal would change a small mid-terrace 2-bed house into a 3-storey house with 6-7 bedrooms, possibly 8 bedrooms with the garden room included.
- iv. The dormer was proposed to span the width of the dwelling and would substantially overlook their house and garden, the roof height was proposed to be above adjoining properties.
- v. The proposal would result in a loss of privacy to them and their neighbours.
- vi. Expressed concern regarding loss of light / overshadowing.
- vii. The height of the garden room was above permitted development and would lead to further overshadowing of their property.
- viii. Noted a lack of amenity space inside the proposed development and the size of the garden would be reduced.
- ix. Their neighbours had expressed concern with noise with potentially 10+ people living at the property.
- x. No bike or bin stores were planned.
- xi. Rear access would be by a small passageway.
- xii. The application was overdevelopment of the site.

Councillor Todd-Jones, Cambridge City Councillor, addressed the Committee speaking in objection to the application.

A vote was taken on the Officer's recommendation to approve the application subject to the planning conditions set out in the Officer's report with delegated authority to Officers to make minor amendments to conditions with an additional informative (making the applicant aware of the need to apply for planning permission to change the use of the dwelling to an HMO) as set out in the Amendment Sheet.

On a show of hands, the recommendation was lost by 0 votes in favour to 6 against.

The Delivery Manager offered the following summary of concerns reflecting Members' debate during the meeting:

- i. disproportionate extensions, character of the scheme, poor design, inadequate provision of bike and bin storage, being overly dominant, impact on residential amenity, cramped internal and external amenity spaces, noise and disturbance all arising from the proposed layout of the extended family house and resulting relationship of those users to their ability to use the property and external environment in the context of Local Plan Policies 55, 56, 58 and Appendix E of the Roof Design Guide.

Committee confirmed this summary.

#### The Committee:

**Resolved (unanimously)** to refuse the application contrary to the Officer recommendation (as amended in debate) on the grounds of:

- i. disproportionate extensions, character of the scheme, poor design; the inadequate provision of bike and bin storage facilities, being overly dominant, the impact on residential amenity, the cramped internal and external amenity spaces, and the potential for noise and disturbance all arising from the proposed layout of the extended family house and resulting relationship of those users to their ability to use the property and external environment with reference to Local Plan Policies 55, 56, 58 and Appendix E of the Roof Design Guide with the detailed text for the reason(s) for refusal to be delegated to Officers in consultation with Chair, Vice-Chair and Spokespersons.

**24/32/Plan 23-03762-FUL - 79 Coleridge Road**

The Committee received an application for full planning permission.

The application sought approval for the retrospective change of use from dwellinghouse (Use Class C3) to nine person HMO (Use Class Sui Generis) and retrospective part two storey rear extension, part single storey side extension, part single storey rear extension, increase in ridge height, rear dormer roof extension and other associated external alterations.

The Delivery Manager offered the following summary of amendments to the Officer's recommendation reflecting Members' debate during the meeting:

- i. to approve the application subject to the planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to Officers; and
- ii. additional conditions regarding:
  - a. landscape to soften the frontage of the site; and
  - b. the bike store to ensure sufficient spaces for bike storage; and
- iii. an additional informative making the applicant aware of the need to apply for an HMO licence.

The Committee:

**Resolved (by 4 votes to 1)** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the planning conditions set out in the Officer's report;
- ii. additional conditions regarding:
  - c. landscape to soften the frontage of the site; and
  - d. the bike store to ensure sufficient spaces for bike storage; and
- iii. an additional informative making the applicant aware of the need to apply for an HMO licence.

### **24/33/Plan CCC Appeals Report (21.02.2024)**

The Committee noted the appeals list from 21 February 2024.

The meeting ended at 4.40 pm

**CHAIR**



## **PLANNING COMMITTEE – Update on Biodiversity Net Gain**

**Planning Committee Date:** 24<sup>th</sup> April 2024

**Report to:** Cambridge City Council Planning Committee

**Report by:** John Cornell, Natural Environment Team Leader

**Email:** [john.cornell@greatercambridgeplanning.org](mailto:john.cornell@greatercambridgeplanning.org)

**Ward/parishes affected:** All

---

### **1. Executive summary**

- 1.1 With the passing of the Environment Act in November 2021, and a two-year transition period now over, with few exceptions, all Major planning applications are (as of 12/02/2024) required to provide a mandatory 10% uplift in Biodiversity Net Gain (BNG) over baseline. Minor applications (above the de-minimus thresholds) will also require this as of the 02/04/2024.
- 1.2 This report provides an update on the activity that has been undertaken over the last two years and in preparation for mandatory BNG and also provides Members with some guidance on what to expect from BNG to help inform future consideration of planning applications.
- 1.3 To support the regulatory change, Greater Cambridge Shared Planning Service (GCSPS) has been busy preparing for the new statutory obligation and has advanced our work in this area through a number of initiatives including training and briefing on BNG for planners and parish councils/community groups and agents and with reports to Members and Committees, hiring of an additional ecology officer and the procurement of additional software and systems all in support of BNG, as well as numerous other service improvements. The Service has also negotiated and agreed new Section 106 Agreements with offsite providers for the establishment of offsite habitat banks locally that will act as important resources for those developments which cannot attain full onsite BNG,, and offers a bespoke pre-application advice service to help applicants and agents with BNG.

## 2. Recommendation

- 2.1 Planning Committee is asked to note this update report and guidance provided on Biodiversity Net Gain to help inform the consideration of future planning applications.

## 3. Background and considerations.

- 3.1 The statutory framework for BNG involves the discharge of the biodiversity gain condition following the grant of planning permission to ensure the objective of at least 10% net gain will be met for a development. The determination of the Biodiversity Gain Plan under this condition is the mechanism to confirm whether the development meets the biodiversity gain objective. Development may not be begun until the Biodiversity Gain Plan is approved.
- 3.2 As 10% BNG is now a mandatory requirement on all eligible applications, it is a valid reason for refusal if insufficient information has been submitted. It is also a reason for invalidation if no information has been submitted.
- 3.3 Decision makers should consider whether the biodiversity gain condition is capable of being successfully discharged. Matters for consideration may include the following:
- The appropriate balance expected between onsite gains, off-site gains and the use of statutory biodiversity credits for the development, taking account of the Biodiversity Gain Hierarchy;
  - Whether the type and location of any significant onsite habitat enhancements proposed for onsite gains are appropriate, taking into account other policies to support biodiversity (including local nature recovery strategies) and other wider objectives (for example policies for design, open space and recreation, and retention of trees)
  - Any planning conditions which need to be imposed to secure any significant onsite habitat enhancements, including any conditions requiring the maintenance of the enhancement for at least 30 years after the completion of the development.
- 3.4 Greater Cambridge Shared Planning Service (GCSPS) has been applying the BNG principle to eligible applications since the adoption of the Biodiversity SPD in 2022, and as such there are more than 200 developments that have been asked to provide BNG through condition discharge and Section 106 agreements (S106) with BNG deliverable on or offsite. Wherever possible the emphasis is for BNG to be provided



onsite. The principal of onsite provision first and wherever possible is set out in the technical guidance note members of both South Cambridge District Council and Cambridge city Council agreed in 2022 [GCSP Interim Offsite BNG Protocol \(greatercambridgeplanning.org\)](https://www.greatercambridgeplanning.org/gcsp-interim-offsite-bng-protocol).

- 3.5 What we have found is that typically, the smaller the development, the higher the likelihood that BNG may not be viable onsite, and so credits may be sought offsite. As such, a nascent market for offsite biodiversity credits has appeared locally as providers setup advance habitat creation sites where biodiversity units are created and sold as mitigation for development.
- 3.6 Members should note that Local Planning Authorities (LPA) are prohibited from influencing the market in BNG credits (through specific reference within the Environment Act 2021). As such, market forces shape the cost of units in any given area of England.
- 3.7 LPAs can setup S106 agreements with landowners who wish to provide BNG credits to secure long term provision and monitoring arrangements but cannot dictate where developers purchase their offsite credits. To date, GCSPS has agreed a S106 agreement with County Farms at Lower Valley Farm, have sealed two agreements with The Wildlife Trust for Flack Field and Fleam Dyke, and are in advanced negotiations with two other landowners at Yen Farm (West Wrattling) and a site at Coploe Hill (Ickleton). In addition, we are in early talks with Cambridge Past Present and Future (Coton) and The University of Cambridge (own estate). Cambridge Council Council is also considering what it can do with its estate and wildlife site and has under taken the baseline studies which is an important necessary first step.
- 3.8 Challenges have arisen concerning the availability and cost of BNG credits below one unit, however, as multiple suppliers come online within the district, the market should change to facilitate this need. In addition, following legal advice, GCSPS is now including obligations to sell <1 BNG units within all new S106 agreements.
- 3.9 Prior to the determination of the planning application, decision makers will also want to discuss with the applicant whether any section 106 planning obligations are required to secure either significant onsite habitat enhancements or offsite gains for the development.
- 3.10 For some planning applications (for instance, applications for outline planning permission where landscaping and layout are reserved matters), the implications for existing onsite habitats and the contribution to onsite gains may be uncertain at the time of the determination of the application. In these cases, decision makers may want to consider what subsequent approvals will be necessary to ensure significant onsite habitat enhancements are appropriately secured.

- 3.11 Onsite habitat enhancements to support the biodiversity gain objective may have positive implications for other policy objectives which may need to be taken into account as part of the determination of the planning application. For example, such as delivering wider benefits to landscaping, amenity, and climate change adaptation.
- 3.12 It would be inappropriate for decision makers to continue to give weight to aspects of existing local policies related to biodiversity gains which are inconsistent with the statutory framework for biodiversity net gain. The statutory provisions are an important material consideration that in many cases will take precedence over local planning policy. The statutory framework represents the appropriate national approach towards, and benchmark for, biodiversity gains.
- 3.13 Decision makers should be aware that enclosed private gardens (whether before or after development) can only be assessed as a *vegetated garden* regardless of its proximity to other habitats, or the contents within the boundary. Individual elements (specifically single trees) should be assessed and included within baseline calculations over and above the area of vegetated garden; however, new trees cannot be included in post intervention assessments if within a private garden boundary.
- 3.14 Considering the above, small developments (single dwelling plots for example) will struggle to find enough BNG credits within their redline boundary to meet the mandatory 10% requirement, and thus will need to seek offsite BNG credits from a registered local provider.
- 3.15 Larger applications however should seek to find as much BNG within their boundary as possible. Paradoxically though, as much of this will be created as public open space, likelihood that its condition as quality natural habitat after 30 years might be quite low.
- 3.16 For example, grasslands are unlikely to be of moderate or higher condition after 30 years, due to (but not exclusively) footfall, dog fouling, litter, and excessive management.
- 3.17 Offsite provision will allow District Councils to direct where and what habitats are to be created. Through mechanisms such as LNRS, strategically important landscapes can be improved/expanded, and specific "umbrella species" catered for. Where the Councils have indicated significant landscapes and habitats, the Metric will increase the value of such habitats, encouraging landowners and developers to harmonise with local policies and initiatives (Doubling Nature or the Cambridge Biodiversity Strategy for example).
- 3.18 We are at the beginning of this new process and new regulatory framework for planning, as are all the other English LPAs and so getting all of the pieces in place will require some transition, learning and guidance.
- 3.19 As things change and become clearer, officers will continue to provide updates and training to Members, but more detail about BNG and how LPAs should work with it can be found at the UK Government's website setting out the guidance [here](#).

## **4. Implications**

### **Financial Implications**

- 4.1 BNG has required more ecology specialists in-house in order to meet the needs of the new obligation, which to date has been funded in part by transitional funding offered by Defra, and also cost recovery from our Pre-application and Planning Performance Agreement services. GCSPS has also been piloting a chargeable service offer to other LPA where no such resource exists, but where the need to provide accurate assessments of BNG as a result of developments. In addition GCSPS has also been successful in securing funding from DLUCH PropTech innovation Fund to provide and develop software to monitor BNG in Greater Cambridge.

### **Staffing Implications**

- 4.2 Staffing to support the full and fair servicing of this new statutory obligation is under review and we are in the process of hiring an additional Senior Ecologist in order to meet the new burdens that BNG is bringing.

### **Equality and Poverty Implications**

- 4.3 None anticipated

### **Environmental Implications**

- 4.4 None anticipated.

### **Procurement Implications**

- 4.5 Underway and funded by central government for initial two years

### **Community Safety Implications**

- 4.6 None anticipated.

## **5. Consultation and Communication Considerations**

- 5.1 No formal consultation is required, but reasonable communications (as news items) to residents about how the Councils' are progressing BNG is advised.

## **6. Background Papers**

- 6.1 None.

## **7. Report Author**

**Report by:** John Cornell, Natural Environment Team Leader  
**Email:** [john.cornell@greatercambridgeplanning.org](mailto:john.cornell@greatercambridgeplanning.org)

This page is intentionally left blank



<b>Planning Committee Date</b>	24 <sup>th</sup> April 2024
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/04191/REM
<b>Site</b>	Netherhall Farm, Wort' Causeway, Cambridge
<b>Ward / Parish</b>	Queen Ediths
<b>Proposal</b>	Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 20/01972/OUT for the erection of 200 new residential dwellings with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space, and landscape and details required by conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 24, 28, 32 and 37 of the outline permission 20/01972/OUT. Environmental Impact Assessment was submitted with outline application 20/01972/OUT.
<b>Applicant</b>	Cala Homes (North Home Counties) Limited
<b>Presenting Officer</b>	Kate Poyser
<b>Reason Reported to Committee</b>	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></ol>

4. Affordable Housing
5. Sustainability
6. Water management
7. Biodiversity
8. Environmental health impacts

**Recommendation**

**(i) 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 (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

(ii) Part discharge of the following planning conditions on the outline consent reference 20/01972/OUT:

- Condition 5 – Arboricultural Impact Assessment
- Condition 6 – Housing Mix
- Condition 7 – Residential Space Standards
- Condition 8 – Wheelchair User Dwellings (as amended)
- Condition 9 – Surface Water Management Strategy
- Condition 10 – Carbon Reduction
- Condition 11 – Water Efficiency
- Condition 12 – Sustainability Statement
- Condition 13 – Acoustic Design and Noise Insulation Scheme Report - Residential
- Condition 14 – Artificial Lighting
- Condition 15 – Public Art Delivery Plan
- Condition 20 – Arboricultural Method Statement and Tree Protection Plan
- Condition 24 – Site-Wide Ecological Design Strategy (EDS)
- Condition 28 – Site-Wide Surface Water Drainage Scheme
- Condition 32 – Public Art Strategy
- Condition 37 – Travel Plan

**0.0 Contents**

<b>Section</b>	<b>Paragraph</b>
Executive Summary	1.0
Site Description	2.0

Environmental Impact Assessment	3.0
The Proposal	4.0
Relevant History	5.0
Policy	6.0
Consultations	7.0
Third Party Representations	8.0
Member Representations	9.0
Planning Background	10.1
Quality Panel Comments	10.6
Disability Panel Comments	10.7
Principle of Development	10.9
Housing Provision	10.12
Design, Layout, Scale and Landscaping	10.22
Trees	10.33
Heritage Assets	10.38
Carbon Reduction and Sustainable Design	10.43
Biodiversity	10.53
Water Management and Flood Risk	10.58
Highway Safety and Transport Impacts	10.64
Cycle and Car parking Provision	10.78
Residential Amenity	10.93
Third Party Representations	10.117
Other Matters	10.119
Planning Conditions Submitted in Parallel	10.127
Planning Balance	10.130
Recommendation	11.0
Planning Conditions	12.0

## **1.0 Executive Summary**

- 1.1 This application seeks approval of the reserved matters for 200 dwellings and the discharge of conditions listed above. The application site lies to the north of Worts' Causeway and is the specified site GB1, under Policy 27 in the

adopted Cambridge Local Plan 2018. Outline planning permission was granted for 200 homes on this site in January 2022.

- 1.2 The reserved matters are for: appearance, landscaping, layout and scale. The means of access was included within the outline planning permission.
- 1.3 The scheme is generally in accordance with the Parameter Plans and meets the policy requirement of 40% affordable housing. The tenure mix is policy compliant with 75% social/affordable rented units and 25% shared ownership.
- 1.4 A network of cycleways and footpath are to be provided throughout the site, linking up with Worts' Causeway and the GB2 site to the south. There will be one vehicular access to the site off Worts' Causeway, forming a staggered junction with the adjacent allocated GB2 site. Condition 35 of the outline permission required the applicant to make best endeavours to secure connectivity for pedestrians and cyclists to the northwest of the site through Almoners' Avenue or Beaumont Road. It was found not to be feasible and the condition discharged following consideration at the Planning Committee in July 2022.
- 1.5 The development meets the requirements of the Green Infrastructure Parameter Plan. A green buffer approximately 30 metres wide would be provided to the eastern edge of the site, where the site joins an open agricultural field and the Green Belt boundary. A 6 metres wide buffer is shown along the northern boundary with properties in Beaumont Road. A landscape buffer is to be provided to the boundary with Netherhall Farm. The proposed buffer varies in width but is considered to be sufficiently in keeping with the Parameter Plan.
- 1.6 The ridge heights of buildings would be within the heights of the Building Heights Parameter Plan.
- 1.7 Objections from 10 local residents have been received. Great Shelford Parish Council comments but makes no recommendation.
- 1.8 The scheme has benefitted from pre-application advice and has seen several amendments to improve the appearance and function of the development. Overall, it is considered to be of a good design, satisfying policies in the adopted Local Plan.
- 1.9 Officers recommend that the Planning Committee approve the reserved matters and discharge (or part discharge) the specified conditions, except where stated in paragraph 11.2 of this report.
- 1.10 The application proposes a cluster of affordable dwellings which is 3 dwellings greater than normally allowed under the S106 for this development. It is recommended that this is supported in this particular instance as it would cause no material harm.

## **2.0 Site Description and Context**



None-relevant		Tree Preservation Order	X
Conservation Area		Local Nature Reserve	X
Listed Building		Flood Zone 1	
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	

\*X indicates relevance

- 2.1 The application site lies between Worts' Causeway and Beaumont Road and partly wraps around the buildings of Netherhall Farm. It is of an irregular shape and measures 7.2 hectares. Not all of the site is to be developed as the southwest section is a County Wildlife Site. Most of the site is in agricultural use and this is the area to be developed. The site partly wraps around the Netherhall Farm buildings and some trees are the subject of a Tree Preservation Order. The field to the east of the site would remain in agricultural use. The eastern edge of the development area marks the Green Belt boundary.
- 2.2 Buildings at Netherhall Farm are now mostly in residential use and include local listed buildings. Residential properties in Beaumont Road, to the north of the site, have long rear gardens that back onto the application site. 39 and 39a Almoners' Avenue are side on to the northeastern corner of the site. The south boundary of the site abuts Worts' Causeway
- 2.3 The application site connects with the surrounding area via Worts' Causeway. A Permissive path runs along the southern edge of Worts' Causeway from the GB2 site to Cherry Hinton Road. The GB2 site for 230 dwellings lies to the south of Worts' Causeway. This has outline planning permission and 2 out of the 3 Phases have the reserved matters approved. This site will provide cycle/footpath links to Babraham Road. The Netherhall School and Queen Edit Community Primary School would be accessible via Field Way and Almoners' Avenue/Beaumont Road, onto Queen Edith's Way.

### 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 description of development is as follows:  
 “Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 20/01972/OUT for the erection of 200 new residential dwellings with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space, and landscape and details required by conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 24, 28, 32 and 37 of the outline permission 20/01972/OUT. Environmental Impact Assessment was submitted with outline application 20/01972/OUT.”
- 4.2 A Principal Street runs north/south through the site, with a loop at the northern end. Small cul-de-sacs run east/west either side of the principal street. A larger cul-de-sac serves the area in front of Netherhall Farm. Buildings are set back from Worts’ Causeway behind a 20 metres deep landscaping strip to the front. A 30 metres wide landscape buffer creates a soft eastern edge with the adjacent agricultural field.
- 4.3 There is a good network of cycleway/footpaths running throughout the site, running both north/south and east/west. This includes a shared cycleway/footpath running through landscaped area adjacent to Worts’ causeway. This contributes to an active travel link towards the city centre in one direction and Babraham park and ride in the other.
- 4.4 The site provides for a variety of houses and apartments. Five blocks of apartments occupy the “Farmstead” area between Worts’ Causeway and Netherhall farm, with a row of terrace houses to the western edge. The eastern edge provides for lower density, larger houses; the centre of the site for semi-detached and terrace houses, and a row of terrace houses to the northern edge. An apartment block occupies part of the “loop”.
- 4.5 The application has been the subject of pre-application advice and has been amended to address concerns raised. Further consultations have been carried out as appropriate. The amendments have related to matters of urban design, landscaping, highway detail and further information has been submitted relating to surface water flooding.
- 4.6 The application is accompanied by supporting reports and key plans (including amended plans), which are listed in a schedule in Appendix 1 of this item.

**5.0 Relevant Site History**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
20/01972/OUT	Outline application (all matters reserved except for means of Access) for the erection of up to 200 residential dwellings, with associated infrastructure works, including access (vehicular,	Approved

pedestrian and cycle), drainage, public open space and landscape.

23/03405/S106A	Modification of planning obligations contained within the S106 Agreement associated with outline planning permission ref: 20/01972/OUT.	Approved and signed.
20/01972/NMA1	Non-material amendment to outline application 20/01972/OUT to amend the wording of Condition 8 (Wheelchair User Dwellings)	Permitted

- 5.1 Conditions of the outline planning permission, reference number 20/01972/OUT that have been discharged:  
Condition 20 – Arboricultural Method Statement and Tree Protection Plan – part discharged.  
Condition 23 – Ground Works – part discharged.  
Condition 25 – Archaeological Written Statement of Investigation – part discharged.  
Condition 35 - Pedestrian and Cyclist NW Connectivity – fully discharged.
- 5.2 The application site gained outline planning permission for 200 dwellings in January 2022, subject to conditions and a S106 Agreement. This has been followed by the submission of information required by various conditions and a non-material amendment to correct the wording of Condition 8 – Wheelchair User Dwellings.
- 5.3 It is to be noted that Condition 35 – Pedestrian and Cyclist NW Connectivity has also been discharged. This required work to be undertaken for the feasibility of providing a pedestrian/cyclist link between the site and either Beaumont Road or Almoners' Avenue. This was found not to be feasible, and the condition discharged following consideration by the Planning Committee. (Committee report attached at Appendix 3)
- 5.4 The modification of the S106 Agreement for this development has also been agreed by the Planning Committee and this has revised the size of clusters for affordable housing to 25 for a development of 200 dwellings.
- 5.5 There have been numerous applications relating to the conversion of farm buildings at Netherhall Farm to residential use.
- 5.6 An Officer Briefing was made to Members of the Planning Committee on 13<sup>th</sup> March 2024.

## 6.0 Policy

## **6.1 National**

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

## **6.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 4: The Cambridge Green Belt

Policy 5: Sustainable transport and infrastructure

Policy 27: Site specific development opportunities

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 37: Cambridge Airport Public Safety Zone and Air Safeguarding

Policy 42: Connecting new developments to digital infrastructure

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 61: Conservation and enhancement of historic environment  
Policy 62: Local heritage assets  
Policy 68: Open space and recreation provision through new development  
Policy 69: Protection of sites of biodiversity and geodiversity importance  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management  
Policy 85: Infrastructure delivery, planning obligations and the Community  
Infrastructure Levy

### **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

### **7.0 Consultations**

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

7.2 No recommendation, but are disappointed not to see solar panels, grey water recycling and air source heat pumps being proposed.

#### **7.3 County Highways Development Management – No objection.**

7.4 11<sup>th</sup> January 2024 – various concerns.

7.5 22<sup>nd</sup> February 2024 – various concerns.

7.6 29<sup>th</sup> February 2024 – various concerns.

7.7 12<sup>th</sup> March 2024 - The use of a 2m x distance visibility splay is not acceptable.

7.8 19<sup>th</sup> March 2024 – A visibility splay of 2.4m x 25m with a 1m off set is acceptable.

**7.9 Lead Local Flood Authority – No objection.**

7.10 1<sup>st</sup> December 2023 – unable to support the reserved matters application or the discharge of Conditions 9 and 28.

7.11 12<sup>th</sup> January 2024 – unable to support the reserved matters application or the discharge of Conditions 9 and 28.

7.12 22<sup>nd</sup> February 2024 – no objections raised and the discharge of Conditions 9 and 28 are recommended.

**7.13 Environment Agency – No comment.**

**7.14 Urban Design and Conservation Team – No Objection**

7.15 5<sup>th</sup> December 2023 – Objection for the following reasons:

- A vehicle and cycle parking strategy that fails to adequately promote active travel as a preferred mode of transport.
- A dominance of car parking and lack of soft landscaping in several streets and spaces.
- Poor street scene / lack of animation along the western edge.
- Incoherent street scene within the northern section (around the loop road).
- Inappropriate development form against the northern edge.
- Technical issues relating to refuse collection.
- Lack of placemaking / highway-led design of streets and spaces.
- Inappropriate sub-urban nature of the landscape landscaping details.

8<sup>th</sup> March 2024 – no objections raised and 3 conditions recommended – see recommended Conditions 4, 5 and 6 below.

**7.16 Conservation Officer – No Objection**

7.17 A condition is recommended relating to building materials for Building G (this is covered by the recommended Condition 4)

**7.18 Senior Sustainability Officer – No Objection**

7.19 6<sup>th</sup> December 2023 – the general approach is welcomed, but further information or a change of approach to mitigate the impacts of the development are necessary. An informative is recommended – see Informative 9 below.

7.20 26<sup>th</sup> February 2024 – no objection

**7.21 Landscape Officer – No Objection**

7.22 6<sup>th</sup> December 2023 – Further information requested. Amendments to tree species sought. Additional structural landscaping required to overcome

- dominance of hard surfaces. Improved shape to some attenuation basins required.
- 7.23 7<sup>th</sup> March 2024 – no objection and conditions recommended – see Conditions 8, 9 and 10 below.
- 7.24 Ecology Officer – Object / No Objection**
- 7.25 26<sup>th</sup> January - No Objection subject to improved nest box provision. (Planning Officer comment - Improvements have been carried out.)
- 7.26 Housing Strategy Officer – No objections**
- 7.27** 30<sup>th</sup> January – The affordable housing provision is policy compliant. The housing mix is acceptable. Accessible & adaptable dwellings are policy compliant. The tenure mix is policy compliant. All affordable units meet National Described Space Standards. There are 15 x 2 bed flats with only 3 bedspaces, meaning the scheme has an under provision of 15 bed spaces overall which is disappointing, so the scheme is only partially policy compliant. Housing Strategy accept that the over provision on the large cluster of 28 integrates well with the private units around it and does consist of 3 tenure types, allowing different types of households to mix. The scheme adheres to the Draft Housing SPD, with regard, to its requirements that the affordable housing is not distinguishable from market housing by its external appearance and is well integrated into the scheme.
- 7.28** 27<sup>th</sup> February 2024 – clarification required regarding the number of 1 bed and 2 bed apartments. (Clarification received).
- 7.29 Environmental Health – No objection**
- 7.30 27<sup>th</sup> February 2024 - Condition 27 – CEMP of outline permission can be discharged. Details of electric vehicle charging points requested, however these do not need to be submitted at the reserved matters stage. Further information required regarding artificial lighting.
- 7.31 Shared Waste Service – No objection.**
- 7.32 23<sup>rd</sup> November 2023 – suggestions are made to improve collection points.
- 7.33 5<sup>th</sup> March 2024 – seeks clarification on apartment size and that roads will be built to adoptable standards.
- 7.34 Police Architectural Liaison Officer – No Objection**
- 7.35 Detailed advice offered about security.
- 7.36 Fire Authority – No Objection**
- 7.37 Seeks provision of fire hydrants.

7.38 Officer Note: these are to be provided under Condition 42 of the outline planning permission.

### **7.39 Cambridge City Airport – No objection**

### **7.40 Disability Panel Meeting of 25<sup>th</sup> July 2023**

- Concern about maintenance of unadopted roads.
- All the apartment buildings will be equipped with a lift.
- It would be helpful if all M4(3) properties were to have sliding (pocket) doors and a level access wet room.
- It was queried whether there would be parking spaces for delivery vans.
- Confirmation sought on the evacuation of residents from upper floors of apartment block in the event of a fire.
- A split of 75% affordable rented and 25% shared ownership was noted.

### **7.41 Cambridge Quality Panel Meeting of 28<sup>th</sup> July 2023**

Specific recommendations

- Elevations and site sections would be helpful.
- The impact of the Parameter Plans is constraining and perhaps could be challenged to be more flexible, especially on the treatment of the 30m buffer.
- Think about where social interactions could happen, and the role of the east/west strip.
- Consider how to avoid encouraging anti-social behaviours and where teenagers might hang out.
- Can the north-west corner have greater amenity value and be future proofed for a connection to the neighbouring streets.
- Speed limits should be consistent within the site.
- ‘Streets’ not ‘roads’ and the walk to the bus stop will be longer than 400m for most residents.
- Apply the Active Travel England checklist.
- Consider the south-east corner and treatment of the hardstanding area.
- Question the need for a segregated cycle/footpath and the Causeway ‘wobble’.
- More planting and greenery needed generally.
- Is there a need for as much adopted road as planned?
- Prioritise walk/cycle routes over cars at side junctions.
- Celebrate water more within the development; and
- How extensive is the use of PVs and consider impacts of heat pumps.

7.42 A copy of the review letter is attached in full at Appendix 2.

## **8.0 Third Party Representations**

8.1 11 representations have been received from nearby residents; 10 object and 1 comment.



8.2 Those in objection have raised the following issues:

- Principle of development – additional traffic, impact on services, water supply and Green Belt.
- Overdevelopment of site.
- The site has poor connectivity with facilities.
- objection to possible cycleway/footpath over neighbour's property.
- Residential amenity impact (impacts on privacy, noise and disturbance)
- Poor visibility at site entrance.
- lack of clarity of proposed work to County Wildlife Site.
- There should be a substantial fence between the track and County Wildlife Site.
- loss of trees to east of access track, as the replacements will take too long to grow.
- Potential surface water flooding to north of site.
- Proposed trees to north boundary are too large.
- Existing hedge to western edge incorrectly located.

## **9.0 Member Representations – None.**

9.1 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 Planning Background**

10.2 This reserved matters application follows the granting of outline planning permission in January 2022 for 200 dwellings. Pursuant to Condition 35, the applicant has engaged with local residents to explore the possibility of providing a path to link the site with Beaumont Road. However, this has been unsuccessful, and the condition was discharged by the Planning Committee on 20<sup>th</sup> April 2022.

10.3 At the Planning Committee on 6<sup>th</sup> December 2023, Members agree to a variation of the S106 Agreement in relation to the clustering of Affordable Housing. This allows up to 25 units in a cluster for a development of 200 dwellings, unless otherwise agreed by the City Council in writing.

10.4 The scheme has been the subject of pre-application advice, an officer led briefing to Members and negotiations have continued following the submission of the application, leading to the submission of revised drawings and documents. Further consultations have been carried out. The amendments include improvements to the design of the apartments to the south of Netherhall Farm and to side elevations fronting the principal street and western-most cycleway/footpath; to the arrangement of dwellings on the eastern edge and the northern terrace; to the affordable housing provision;

improvements to the accessibility of cycle storage; refinement of highway arrangement and improvements to landscaping and further information on surface water flooding.

#### **10.5 Quality Panel Comments**

10.6 A version of the proposed scheme was considered by the Quality Panel in July 2023. Some improvements have been made following the advice and these include:

- Improvements to the eastern section of the central east/west strip to increase interest for the LEAP, pedestrian/cycle route around a re-shaped attenuation basin.
- Increased amenity value to the north/east corner and provision of path in the event that a route through to Beaumont Road might one day in the future be possible.
- Provision of a community garden in the south/east corner.
- An overall increase in planting.

#### **10.7 Disability Panel Comments**

10.8 A version of the proposed scheme was considered by the disability panel in July 2023. Some work has been carried out following the advice given, which includes the submission of a Highway Technical Note providing information on the maintenance on streets not intended for adoption. Some of the other detailed matters would be considered under the Building Regulations.

#### **10.9 Principle of Development**

10.10 The principle of the development has been established as acceptable under the approved outline permission reference number 20/01972/OUT for GB1. The GB1 site has been allocated for residential development under Policy 27 of the Cambridge Local Plan 2018.

10.11 The approved outline planning permission consists of Parameter Plans for Land Use and Access, Building Heights and Green Infrastructure and drawings for the proposed site access arrangements. A single access road is shown from Worts' Causeway with a north/south spine road and loop road at the end, with east/west tertiary streets leading off it. There are three areas of maximum building heights, of 9 metres, 11.5 metres and 12 metres. A green buffer of 30 metres wide minimum is shown to the eastern edge and a mitigation buffer to the northern edge with properties in Beaumont Road. Central and southern open spaces are shown, and a western buffer is to be retained and enhanced. The submitted scheme is generally in line with the Parameter Plans and drawings, and officers can see no objections in this regard.

#### **10.12 Housing Provision**

10.13 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 40% of the dwellings to be affordable.

- 10.14 The proposed scheme provides 80 affordable housing units, which is 40% of the overall 200 dwellings proposed. This is in accordance with the S106 Agreement and Policy 45 of the Cambridge Local Plan 2018.
- 10.15 All affordable housing units are to be built to Building Regulations requirement M4(2) and additionally 5% (4 units) will meet the Building Regulations requirement M4(a)a – wheelchair accessible and adaptable. This would be policy compliant and would satisfy the requirements of Condition 8 of the outline permission (as amended).
- 10.16 A tenure mix is proposed of 75% rented units and 25% shared ownership units. This equates to 60 units for rent and 20 units for shared ownership. The 60 rented units will comprise of 30 for Social Rent and 30 for Affordable Rent, which is policy compliant. A table of the tenure mix is provided below.

Dwelling	Social Rent	Affordable Rent	Shared Ownership	Bed space
2 bed flat (M4(3))	2	2	0	3
1 bed flat	5	14	11	2
2 bed flat	10	5	2	3
2 bed flat	6	5	2	4
2 bed house	3	2	2	4
3 bed house (3 storey)	2	2	3	5
4 bed house	2	0	0	6
Total	30	30	20	

- 10.17 The affordable housing units will be provided within several of the apartment blocks in the Farmstead area, south of Netherhall Farm; a couple of houses to the east of this area and the remainder as houses or within the apartment block H towards the north of the site, around the loop road. The S106 Agreement allows clusters of affordable housing up to 25 for a development of 200 dwellings. This is unless otherwise agreed in writing with the Council. There would be one cluster occupying an apartment block in the Farmstead area of 28 units. In this case, officers consider this to be acceptable as these units are well integrated with the private units around it and would consist of 3 tenure types, allowing different types of households to mix.
- 10.18 In the Greater Cambridgeshire Housing Strategy 2019, there is a requirement for the number of bed spaces per property to be maximised to house as many people on the housing register as possible. There are 15 x 2 bedroom flats with only 3 bed spaces. This amounts to an under provision of 15 bed spaces overall, which is disappointing. In this respect, the scheme is only partially policy compliant.

10.19 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 both the adopted and the emerging draft Housing SPDs.

10.20 All proposed dwellings on site will meet the Nationally Described Space Standards, as required by Condition 7 of the outline permission.

10.21 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 sufficiently in accordance with Local Plan Policy 45 and the Greater Cambridge Housing Strategy 2019-2023. The requirements of Condition 6 of the outline permission, relating to housing mix have been met.

## **10.22 Design, Layout, Scale and Landscaping**

10.23 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.

10.24 The submitted scheme is sufficiently in line with the Parameter Plans approved under the outline planning permission. The overall layout has been refined, but not significantly changed; buildings are within the prescribed maximum heights; and the main site access is located in accordance with the Parameter Plans and approved site access drawings.

10.25 Condition 4 of the outline planning permission sets out some urban design principles. Negotiations have taken place during the pre-application stage and following the submission of the application to achieve a good urban design for the development. The scheme now achieves the design principles this condition seeks to achieve.

10.26 Much work has been undertaken to move away from a car led scheme. There is a good network of cycleways and footpaths throughout the scheme and negotiations have resulted in all dwellings having provision for cycle parking. (Cycle parking is considered under paragraph 11.76). The number of trees within streets have been increased, particularly within the Farmstead area, the Principal Street and to the northern terrace area.

10.27 For clarification, there is no proposal as part of this application to provide a cycle/pedestrian connection across adjacent private residential land to either Almoners Avenue or Beaumont Road.

10.28 Negotiations have resulted in amendments to house designs on the west of the Principal Street. Flank walls have been replaced with corner turning homes on the ends of terraces to provide front doors and greater interest to character of the Principal Street.

10.29 The external design of the apartments to the Farmstead area, between Netherhall Farm and Worts' Causeway, have greatly improved throughout negotiations. The most prominent elevations have inset balconies and there have been improvements to the window designs and external materials. The materials include brick and Cedral Lap fibre cement cladding to give a weatherboard-like appearance. They are of an appropriately strong design to reflect their prominent location fronting Worts' Causeway.

10.30 Homes on the eastern edge are the larger properties and would be more loosely knit to provide a low-density development. Negotiations have resulted in an informal layout to give a softer edge appropriate to its location on the edge of the development and close to the open countryside beyond.

10.31 A 30 metres deep landscaped area would provide a buffer between the development and the adjacent agricultural land. Within this area would be a meandering leisure cycle/footpath, a Local Area of Play and planting, including some larger trees. This would achieve the soft landscaped green edge intended under the outline planning permission and Policy 27 of the Cambridge Local Plan 2018.

10.32 Conclusion

Following negotiations, the scheme has been amended to provide a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Local Plan Policies 27, 55, 56, 57, 58 and 59; outline Condition 4, and the NPPF.

### **10.33 Trees**

10.34 Local Plan 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. 136 of the NPPF seeks for existing trees to be retained wherever possible.

10.35 The application is accompanied by an Arboricultural Impact Assessment which seeks to address the requirements of outline Conditions 5 and 20. There is an Area Tree Preservation Order that covers Netherhall Farm and land between Netherhall Farm and Worts' Causeway. The developed part of the site would occupy agricultural land with few trees, most of which are within boundary hedges. Several trees are proposed to be removed. These include a dead Ash and a group of dead Elms. There are also 2 groups of Hawthorn trees and an Elm which are all category C trees. There are no trees of particular significance proposed to be removed.

10.36 A large Horse Chestnut tree is to be retained within the development and appropriate protection taken to minimise disturbance of the tree within the root protection area. Trees are proposed to be planted throughout the development, the size and species being appropriate to the specific location. The proposed Condition 3 requires a programme for planting trees within the

eastern buffer to be agreed with the planning authority to enable early establishment.

- 10.37 Subject to retained trees being protected in accordance with the Tree Protection Plans, the proposal would accord Local Plan Policies 59 and 71, and Condition 5 and 20 can be discharged, subject to being implemented as approved.

### **10.38 Heritage Assets**

- 10.39 Netherhall Farmhouse and the farm buildings which formed part of its curtilage are all Buildings of Local Interest and are classed as non-designated heritage assets.
- 10.40 Local Plan 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.
- 10.41 The development gives an appropriate breathing space around the farmhouse, so that the Buildings of Local Interest can be appreciated for the former use as a farm within the city's boundary.
- 10.42 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the significance, appearance, character or setting of the local heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan Policies 62.

### **10.43 Carbon Reduction and Sustainable Design**

- 10.44 The outline planning permission for the application site is supported by a Sustainability and Energy Statement. (This accords with the requirements of the Council's Sustainable Design and Construction SPD (2020), Local Plan Policies 28 – Carbon reduction, community energy networks, sustainable design and construction, and water use, and Policy 29 – Renewable and low carbon energy generation).
- 10.45 Conditions are attached to the outline planning permission which seeks to ensure the approved statement, the requirements of the policies and the SPD are adhered to in the reserved matters application. The conditions are: Condition 10 – Carbon Reduction, Condition 11 – Water Efficiency and Condition 12 – Sustainability Statement.
- 10.46 The application is supported by a Sustainability Statement and Water Conservation Strategy and a Carbon Reduction Statement. These respond to the requirements of Conditions 10, 11 and 12 of the outline permission.
- 10.47 Condition 10 – Carbon Reduction requires the applicant to demonstrate how the development will achieve reductions in CO2 emissions. The approach utilises improvements to fabric performance and energy efficiency; the use of air source heat pumps units for all houses and individual exhaust air heat

- pumps for apartments. This approach exceeds the requirements of Condition 10.
- 10.48 Condition 11 – Water Efficiency requires all dwellings to be able to achieve a design standard of water use of no more than 110 litres/person/day as a minimum. Following advice of the Council’s Sustainability Officer in light of the current water resource issue the scheme has been amended, this include a potential specification to achieve 98.3litres/person/day, which is to be welcomed. (See proposed Condition 21 – Energy monitoring)
- 10.49 Condition 12 – Sustainability Statement requires the setting out of how the proposed development will have integrated the principles of sustainable design and construction into their design. The submitted statement sets out a range of measures including a fossil fuel free development, Home Quality Mark Level 4 and timber framed construction. This is welcomed.
- 10.50 Consideration has been given to overheating and the majority (85%) of apartments would be double or triple aspect. However, some would be single aspect and the use of the Council’s overheating informative is recommended in the event that amendments are required to meet the requirements of the Building Regulations Part O and F.
- 10.51 The application has been subject to formal consultation with the Council’s Sustainability Officer who raises no objection to the proposal as amended, subject to proposed Condition 13 below which requires full details of any solar panels prior to installation. Proposed Condition 12 requires a noise impact assessment to be submitted for the proposed air source heat pumps.
- 10.52 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.
- 10.53 Biodiversity**
- 10.54 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.
- 10.55 The outline planning permission was granted subject to Condition 24 – Site-Wide Ecological Design Strategy. Pursuant to this, a Biodiversity Net Gain Assessment has been submitted.

- 10.56 The existing County Wildlife Site (within the application site, but to the west of the development area), is to be retained and enhanced within this project, securing a minimum of 30 years management by the applicant for this site and the adjoining species rich parcel. The proposed habitat retention, enhancement and creation is capable of providing a 17.84% biodiversity net gain (BNG), which exceeds the current policy requirement of 10% and comes close to the local authority aspirational 20% BNG. After 30 years, a management company will maintain the site. Proposed Condition 20 below requires the number and location of green roofs to be approved.
- 10.57 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 Local Plan Policies 57, 69 and 70 of the Cambridge Local Plan (2018).

#### **10.58 Water Management and Flood Risk**

- 10.59 Local Plan 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. 165 – 175 of the NPPF are relevant.
- 10.60 The site is in Flood Zone 1 and is therefore considered at low risk of flooding. A pumping station is proposed in the northwest corner of the site.
- 10.61 A strategic side-wide surface water strategy and a Flood Risk Assessment were approved under the outline planning permission and Conditions 9 and 28 require further details to be submitted for approval.
- 10.62 Following advice from the Local Lead Flood Authority additional information has been submitted to overcome initial concerns. The revised Surface Water Drainage Scheme is now considered acceptable and Conditions 9 and 28 can be discharged, subject to be implemented as approved.
- 10.63 The applicants have suitably addressed the issues of water management and flood risk, and the proposal is in accordance with Local Plan Policies 31 and 32 and NPPF advice.

#### **10.64 Highway Safety and Transport Impacts**

- 10.65 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.
- 10.66 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.



- 10.67 The impact of the development on the existing highway network has been considered at the outline planning application stage. Condition 37 requires a Travel Plan to be submitted for approval prior to first occupation. The Travel Plan has been submitted with the reserved matters application for discharge under this condition. A Transport Statement has also been submitted.
- 10.68 The access to the site is not a reserved matter as this was approved under the outline planning permission.
- 10.69 It is noted that Condition 36 of the outline permission, and the S106 Agreement, seeks to ensure a 3 metres wide shared pedestrian and cycleway is provided on the north side of Worts' Causeway, between the existing bus gate and the junction with Field Way. Such a path is shown within the application site and the S106 Agreement will provide the off-site works.
- 10.70 Shared pedestrian and cycleways running north-south through the site are proposed to the east, centre and western edge. The western most path would provide a connection, over Worts' Causeway, to a shared pedestrian/cycleway that is required to run along the western edge of the GB1 site to the south. This would provide a connection with Babraham Road. As part of the highway works, required in the S106 Agreement, it is intended that the carriageway of Worts' Causeway would narrow at this crossing point.
- 10.71 It is noted that when the outline planning application was being considered by Planning Committee, Members raised concern about the overall connectivity of the application site to the surrounding area and Condition 35 – Pedestrian and Cyclist Northwest Connectivity, was imposed. This required the applicant to investigate the feasibility of providing a link to either Almoners' Avenue or Beaumont Road for a pedestrian/cycleway. This work was undertaken, but the securing of land to provide such a link was unsuccessful and this condition was discharged by the Planning Committee in July 2022.
- 10.72 The connectivity of the site with the surrounding area and local facilities was a matter for consideration when the site was allocated for development in the Local Plan and under the outline application. It is not, therefore, a reserved matter to be considered under this application. However, in response to concerns raised about the connectivity of this site by Members and local residents, Planning and Highway Officers have considered whether it would be possible to carry out improvements to widen an existing footpath that connects Almoners Avenue and Bower Croft. The Highway Authority has ownership of the footpath itself, but not the adjacent amenity land running alongside that would be required to widen it.
- 10.73 Amendments have been made to the Travel Plan in line with the request of the Highway Authority.
- 10.74 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal.

- 10.75 The principal street and loop are to be adopted and the remaining roads would remain private. Condition 22 – Management and Maintenance of Streets of the outline planning permission, requires details of the proposed arrangements for future management and maintenance of streets to be submitted for approval prior to the commencement of development. The applicant has not yet submitted this information. Appendix 4 shows which streets are intended to be adopted.
- 10.76 The recommended Condition 2 below seeks to ensure the satisfactory completion of roads.
- 10.77 The proposal accords with the objectives of Policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

### **10.78 Cycle and Car Parking Provision**

- 10.79 Cycle Parking
- 10.80 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Local Plan 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 and encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 10.81 A Cycle Strategy has been submitted within the Design and Access Addendum. There is a good network of cycleways and footpaths throughout the scheme and negotiations have resulted in all dwellings having provision for cycle parking. This is achieved in various ways and the goal has been to provide cycle parking that is at least as accessible as car parking. The majority of houses have cycle parking provision at the front of the property. Some are incorporated within the garage or within the design of the house and some in separate stores. The layout of the dwellings is such that cycle stores may be to the side of the house; some are in the rear garden, but for most of these there is an alternative store more conveniently located as well. It is felt by officers that this aspect of the scheme has been greatly improved through negotiation and achieves the aim of cycle parking being at least as accessible as car parking.
- 10.82 Details of the appearance of the proposed cycle stores is required by proposed Condition 11 in the recommendation. The applicant proposes to provide 2 cycle repair stations on site providing air pumps and tools for residents and the wider community. Condition 19 in the recommendation seeks details of how these will be maintained.

- 10.83 The application does not make specific reference to a provision for cargo bikes, although it is noted that some of the larger garages are likely to be sufficient to store such bikes.
- 10.84 The number of cycle parking spaces satisfies the standards set out in Appendix L of the Cambridge Local Plan 2018.
- 10.85 Officers consider that the objectives of Local Plan Policy 82 and the Cycle Parking Guide for New Residential Development (Supplementary Planning Document) in promoting the use of cycles to be at least as convenient as cars has been satisfactorily achieved.
- 10.86 Car parking
- 10.87 Local Plan 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.
- 10.88 A Proposed Parking Provision Plan has been submitted and a Technical Note responding to Highway Comments. This sets out justification for parking provision and proposed management of parking. Car parking spaces for residents would amount to 242 spaces across the development of 200 dwellings. On average this is 1.21 spaces per dwelling. Visitors parking will be provided at 1 space per 25 dwellings (total of 8). Car parking standards in Appendix L of the local plan requires no more than an average of 1.5 spaces for dwellings of 2 bedrooms or less and no less than an average of 0.5 spaces for dwellings of 3 bedrooms or above, up to a maximum of 2 spaces. For visitors parking, 1 space is required for every 4 units. The amount of parking for residents meets the requirements of the local plan. Visitors parking, however, falls short of the standard. The applicant confirms that on-site parking management will be undertaken to prevent illegal parking.
- 10.89 It is intended under the S106 Agreement that a club car space will be provided on either the GB1 site or GB2 site. It is to be provided on the GB2 site.
- 10.90 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging.
- 10.91 Condition 26 of the outline planning permission (20/01972/OUT) requires an Electric Vehicle Charging Point Provision and Infrastructure Strategy to be submitted for approval prior to the commencement of development. This has yet to be submitted. However, the application advises that electric charging points will be provided for each dwelling.

10.92 Conclusion

On balance, the proposal is considered to sufficiently accord with Local Plan Policy 82 and the Greater Cambridge Sustainable Design and Construction SPD.

**10.93 Residential Amenity**

10.94 Local Plan Policies 35, 50, 51 and 57 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.

10.95 Neighbouring Properties

10.96 There are existing residential properties to the north of the site in Beaumont Road, to the northwest of the site in Almoners Avenue and to the west of the site at Netherhall Farm. Properties in Worts' Causeway are to the west adjacent to the County Wildlife Site and adjoining species-rich parcel.

10.97 Netherhall Farm consists of the original farmhouse and several barns converted to residential use. Their gardens abut the application site boundary. Within the application site, a landscaped amenity strip of land will run close to this boundary, within which with a cycle/pedestrian path is proposed and some tree planting. Some proposed residential properties will have windows at first/second floor level facing these existing properties. However, all proposed dwellings and the pumping station are of sufficient distance to the Netherhall Farm properties to have no significant effect upon their residential amenity.

10.98 39 and 39a Almoners Avenue are at the end of the cul-de-sac and abut the northwest corner of the site, near to where the balancing pond and pumping station are proposed. Planting including trees are proposed in this area. All proposed buildings are of a distance such that no significant loss of amenity would be caused to these existing properties. For clarification, although the drawings indicate a potential for a future cycle/pedestrian connection in this area, there is no such proposal to create one within this application.

10.99 Residential properties in Beaumont Road back onto the application site and have long rear gardens. A 6 metres deep buffer is proposed between these rear gardens and a proposed line of terrace houses. The buffer is a requirement under the outline permission, and it is proposed to plant a variety of medium sized trees and shrubs here. It is noted that the proposed terrace properties are on slightly higher ground than those in Beaumont Road. Due to the distance between properties and the landscaped buffer, the proposed development would not have a significant effect on the residential amenities of properties in Beaumont Road. Again, for clarification it is not proposed to create a cycle/pedestrian link through to Beaumont Road as part of this application.

- 10.100 31 Worts' Causeway abuts the application site to the west, but is adjacent to the Wildlife Site, rather than the area to be developed. The nearest proposed buildings would be a row of terraced 2 storey houses. These would have a primary elevation facing the side of 31 Worts' Causeway (a ninety degrees relationship). However, as this would be at a distance of approximately 50 metres, it would not result in a significant loss of privacy to the occupiers of 31 Worts' Causeway. This does take into account the presence of a balcony at first floor level at 31 Worts' Causeway.
- 10.101 Future Occupants
- 10.102 Local Plan 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 this standard, satisfying the requirements of Condition 7 of the outline permission.
- 10.103 The relationship between homes has been considered for privacy and over-domination, taking into account distances and orientation. Negotiations have led to some small changes to the proposed scheme. Officers now consider that the relationships would provide for acceptable levels of residential amenity in this respect.
- 10.104 Garden Sizes
- 10.105 Local Plan 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.
- 10.106 Local Plan 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.
- 10.107 The applicant has advised that all dwellings will meet part M4(2) standards and four of the affordable housing units will meet the M4(3) standard. Officers consider that the layout and configuration enables inclusive access and future proofing.
- 10.108 Generally, private external amenity space for houses will be in the form of rear gardens appropriate for the size of dwellings. A row of mews houses within the Farmstead area would have very small gardens on either side, but with sufficient space to accommodate, cycle and bins storage, and provide a table and four chairs.
- 10.109 Apartments within the Farmstead area and Block H within the Loop will have balconies or patios, typically measuring 6 metres square.

#### 10.110 Site-Wide Provision

10.111 The scheme provides for a Local Equipped Area of Play (LEAP) where the central green area meets the eastern green buffer. A Local Area of Play (LAP) would be located within the southern landscaped strip, close to the Farmstead area. Informal open space is mostly provided in the eastern and southern landscaped areas, the central green corridor and additionally at the northwest balancing pond, by the pumping station. This is sufficiently in accordance with the approved Green Infrastructure Parameter Plan of the outline planning permission.

#### 10.112 Construction and Environmental Impacts

10.113 Local Plan 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.

10.114 Acoustic Design and Noise Insulation is controlled under Condition 13 of the outline planning permission. This submission seeks to discharge Condition 13 and an Acoustic Design and Noise Insulation Mitigation Scheme Report has been submitted. The Council's Environmental Health raise no objections to the report and recommend that Condition 13 can be discharged.

#### 10.115 Conclusion

10.116 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered to be compliant with Cambridge Local Plan Policies 35, 50, 51 and 57.

#### 10.117 Third Party Representations

10.118 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>
Objection to building on the Green Belt.	This is a matter of principle that was considered at the outline application stage and under the allocation of the site for development in the Local Plan. Only the 30 metres wide green eastern edge lies within the Green Belt and no buildings are proposed here.
Objection to increase in traffic.	Traffic generation is a matter of principle and was considered at the outline application stage and as such is not for consideration under the reserved matters application.

Concern whether there is sufficient water supply.	This is a matter of principle and not a reserved matter. However, the application includes a potential specification to achieve 98.3litres/person/day. Also see recommended Condition 21 below.
The site has poor connectivity with facilities.	This issue was considered at the outline application stage and when the site was allocated for development in the local plan. As such it is not for consideration as a reserved matter.
Additional strain on over stretched services e.g. doctors, dentist, schools.	This issue was considered at the outline application stage and is not a reserved matter.
Worts' causeway should be tidied and enhanced after the development is complete.	Worts' Causeway is beyond the application site. Highway works to this were considered at the outline applications stage and will be the subject of control under highway regulations exercised by the Local Highway Authority.
Objection to large tree species adjacent the north boundary with properties in Beaumont Road.	No large trees are proposed to the north boundary of the site. Proposed trees here are typically the size of an apple tree.
Overdevelopment of site.	The proposed number of dwellings does not exceed that allowed under the outline planning permission.
Proposed flats should be further from existing properties due to noise.	The proposed flats are not unduly close to existing dwellings and their location would not result in an unacceptable impact to existing residential amenity.
Objection to potential cycle/pedestrian connectivity over private garden land in Almoners Avenue.	The application does not propose to provide connectivity over any private residential garden. The matter of improved pedestrian/cycle connectivity beyond the site was explored under Condition 35 of the outline permission and found not to be feasible at that time. The scheme does, however, seek to not prevent such a connection should one be found to be feasible in the future.
Concern about possible surface water flooding to northwest of site.	This has been considered under the outline permission and a pumping station is proposed in this part of the site, together with a balancing pond. The Lead Local Flood Authority raise no objections to the proposed scheme.
Poor visibility at site entrance.	The means of access to the site formed part of the consideration of the outline planning application. No objections are raised by the Local Highway Authority.

There should be a substantial fence between the existing track and County Wildlife Site.	This is not proposed and not requested by any of the consultees.
There should be convenient cycle storage.	The application has been amended to greatly improve the convenience of cycle storage on the site.
Loss of privacy to 31 Worts' Causeway.	This existing property is at least 50 metres from the nearest proposed row of dwellings and as such a significant loss of privacy would not be caused. See paragraph 10.100 above for further consideration.
Would have liked more than 3 weeks to comment on the application.	This is the standard time allowed for third parties to comment on any planning application.
Concerned over security between the development and The Farmhouse.	The Police Architectural Liaison Officer has been consulted and no objections raised relating to security of nearby residential properties.
Lack of clarity on the emergency vehicular access.	An emergency vehicular access is proposed to the site along the western path leading up from Worts' Causeway and into the Farmstead area.
Existing hedge to Netherhall Farm incorrectly shown.	Site visits have been carried out by Officer and the position of existing trees and hedges have been taken into account.
Loss of hedgerow trees along access track.	Existing Hawthorn trees would be lost, but these are not considered to be of sufficient quality or importance to be retained.

### 10.119 Other Matters

#### 10.120 Bins

10.121 Local Plan Policy 57 requires refuse and recycling to be successfully integrated into proposals.

10.122 The submitted information includes a refuse swept path analysis and a Proposed Refuse Strategy Plan, indicating the location of bin stores and collection points. Details of the capacity of apartment storage areas has also been provided. The Shared Waste Service has been consulted and following the clarification of some matters, no objections have been raised.

#### 10.123 Public Art

10.124 A Public Art Delivery Plan and Public Art Strategy have been submitted with the application and the discharge of Conditions 15 and 32 of the outline permission are sought. The vision is to make a high quality contribution to the



architectural and landscape context. The Public Art budget in the S106 Agreement will provide £400 per dwelling (£80,000) for this site. The Public Art Strategy is sufficient to discharge Condition 32. Several elements of the delivery plan are yet to be confirmed, so Condition 15 cannot yet be discharged.

#### 10.125 Artificial Lighting

10.126 Condition 14 requires an artificial lighting scheme to be submitted with the reserved matters. Such a scheme has been submitted. Negotiations are currently taken place between Officers and the applicant in relation to the brightness of the proposed artificial lighting. An officer update will be made either prior to the meeting of the Planning Committee or orally at the meeting.

#### **10.127 Planning Conditions Submitted in Parallel**

10.128 Through approving this application and the details contained therein, it is considered that this reserved matters application will have met the requirements of Conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 20, 24, 28, 32, 37 of outline permission ref: 20/01972/OUT. Please see the table in the recommendation at paragraph 11.2 below.

10.129 The requirements of Condition 14 – Artificial Lighting and Condition 15 - Public Art Delivery Plan have only been met in so far as the required scheme and plan has been submitted with the reserved matters. Details submitted under Condition 14 are under discussion and Members will be updated prior to or at the Planning Committee. The details of Condition 15 are not adequate and cannot yet be discharged.

#### **10.130 Planning Balance**

10.131 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).

10.132 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.

10.133 The development provides 200 dwellings and supports the identified housing needs of the area. It accords with Local Plan Policy 27 – Site Specific Development Opportunities, as part of Proposed Site GB2.

10.134 The scheme supports the aims of sustainable development with a range of measures to achieve Home Quality Mark Level 4, including to mitigate overheating; timber framed construction; reduce carbon emissions that go beyond Part L of the Building Regulations and exceeds the requirements of

Condition 10; all electric approach; will achieve potable water use of 98.3 litres/person/day; encourages cycle use to mitigate the impacts of traffic.

10.135 The development will minimise its impact on the Green Belt with a reduced density and height to the east and wide planted edge.

10.136 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.

## 11.0 Recommendation

11.1 **(i) Approve reserved matters application reference 23/04191/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.**

11.2 **(ii) Approve the part discharge of the following outline planning conditions 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
5. Arboricultural Impact Assessment	approve
6. Housing Mix	approve
7. Residential Space Standards	approve
8. Wheelchair User Dwellings (as amended)	approve
9. Surface Water Management Strategy	approve
10. Carbon reduction	approve
11. Water efficiency	approve
12. Sustainability Statement	approve
13. Acoustic Design and Noise Insulation Scheme Report - Residential	approve
14. Artificial Lighting	TBC
15. Public Art Delivery Plan	Cannot yet be discharged
20. Arboricultural Method Statement and Tree Protection Plan	approve
24. Site-Wide Ecological Design Strategy (EDS)	approve
28. Site-Wide Surface Water Drainage Scheme	approve
32. Public Art Strategy	approve
37. Travel Plan	approve

11.3 The discharge of conditions is subject to the work being implemented as approved.

## **12.0 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 Policies 80 and 85 of the Cambridge Local Plan 2018.

### **3. Eastern edge tree planting**

No development shall take place above ground level until details and a programme for tree planting to the Eastern Edge of the development have been submitted to and agreed in writing by the Local Planning Authority. The work shall be carried out as agreed.

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

### **4. Materials**

No development shall take place above ground level until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include external features such as window, cills, doors and entrance canopies, shaders, roofs, 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 in accordance with Policies 55 and 57 of the Cambridge Local Plan 2018.

### **5. Sample panel**

No brickwork above ground level shall be laid until a sample panel minimum 1.5mx1.5m has been prepared on site, or an alternative location to be agreed, detailing the choice of brick, bond, coursing, any 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 for the duration 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 in accordance with Policies 55 and 57 of the Cambridge Local Plan 2018.

## **6. Pumping station**

No dwellings shall be occupied until the proposed pumping station 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 Policies 80 and 85 of the Cambridge Local Plan 2018.

## **7. 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 Policy 34 of the Cambridge Local Plan 2018.

## **8. Landscape implementation and maintenance plan**

No development above ground level, other than demolition, shall commence until details of a landscape implementation, maintenance and management plan have been submitted to and approved in writing by the Local Planning Authority. These details shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies 55, 57, 59 and 69 of the Cambridge Local Plan 2018.

## **9. Alternative boundary treatments**

Notwithstanding the details hereby approved, no development above ground level shall commence until the planting details around the enclosure of the pumping station, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies 55, 57, 59 and 69 of the Cambridge Local Plan 2018.

### **10. Headwalls**

No headwalls shall be installed until details on the appearance of the headwalls have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, in accordance with Policies 55, 57 and 59 of the Cambridge Local Plan 2018.

### **11. Cycle parking**

Prior to the occupation of the dwellings, details of the proposed cycles stores shall be submitted to and approved in writing by the local planning authority. The details shall include plans and elevations, internal layout and materials. Any flat / mono-pitch roof shall be a green roof planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum and planted on a sub-base being no less than 80 millimetres thick, unless otherwise agreed in writing. The cycle store and green roof as appropriate shall be provided and planted in full accordance with the approved details prior to occupation of the associated dwelling and shall be retained as such.

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

### **12. Air Source Heat Pumps**

Prior to the installation of air source heat pumps (ASHPs) a noise impact assessment, noise insulation/mitigation scheme and monitoring scheme for the ASHPs shall be submitted to and approved in writing by the local planning authority. The noise assessment and schemes shall reduce the noise impacts to future occupiers of the properties internally and externally from ASHPs both individually and cumulatively. The ASHPs shall be installed and maintained in accordance with the approved details and schemes.

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

### **13. Solar Panels**

Prior to the installation of any solar panels and/or photovoltaic cells, full details including type, dimensions, materials, location and fixing shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be undertaken in accordance with the agreed details unless the local planning authority agrees to any variation in writing.

Reason: To ensure that the appearance and location of the PV panels are appropriate to the locality in accordance with Policies 55 and 57 of the Cambridge Local Plan 2018.

#### **14. 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 Policies 55, 56 and 57 of the Cambridge Local Plan 2018.

#### **15. Removal PD rights 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 Policies 57 and 82 of the Cambridge Local Plan 2018.

#### **16. Visibility Splay**

The visibility splay south of and within the front curtilage of Plot 200, shown on drawing number 23002.OS.123.29 shall be kept free of any obstructions above 600 millimetres.

Reason: In the interests of highway safety and in accordance with Policies 80 and 85 of the Cambridge Local Plan 2018.

#### **17. Part M4(2)**

Notwithstanding the plans hereby approved, all dwellings 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 in accordance with Policies 50 and 51 of the Cambridge Local Plan 2018.

#### **18. Refuse collection**

All unadopted streets to be accessed by a refuse collection vehicle shall be constructed to the adoptable standards of Cambridgeshire County Highway Authority.

Reason: To ensure provision of a suitable surface for a refuse freighter in accordance with Policies 56 and 85 of the Cambridge Local Plan 2018.

#### **19. Cycle Repair Stations**

Prior to the installation of the cycle repair stations on site, details of how these will be maintained shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of maintaining the appearance of the application site in accordance with Policies 56 and 59 of the Cambridge Local Plan.

## **20. Green roofs**

No development shall take place above ground level until details of the number and location of green and brown roofs has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: In the interests of the water management of the site, in accordance with Policy 31 of the Cambridge Local Plan 2018.

## **21. Energy monitoring**

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 in accordance with Policy 28 of the Cambridge Local Plan 2018.

## **Informatives**

### **1. Infiltration**

Infiltration rates should be worked out in accordance with BRE 365/CIRIA 156. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.

### **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.

#### 7. Cambridge Sustainable Design and Construction SPD

To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:

- 6: Requirements for Specific Lighting Schemes
- 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
- 8: Further technical guidance related to noise pollution

#### Air Source Heat Pumps

The Air Source Heat Pump noise impact assessment, mitigation scheme and monitoring scheme shall include the following details:

- a. Manufacturers' specifications of any proposed ASHP unit and in particular noise data e.g. Sound power level determined in accordance with BS EN 12102 Part 1 or 2 as appropriate or any equivalent. The test standard / procedure used and under what test operating conditions / cycle / mode. If possible one third octave band frequency sound data should be provided to assist in identifying tonal sound character.
- b. Demonstrate by measurement or prediction (or by a combination of measurement and prediction) that the operational noise from the said ASHP/s or other equivalent mechanical plant / equipment and vents either individually or cumulatively does not exceed the existing background sound level (determined in accordance with the principles of BS 4142:2014+A1:2019 with appropriate acoustic character / features corrections added to the specific



sound level to obtain the rating level) at 1 metre from any window, door opening or any other opening of any habitable room in the façade of any residential property - including a nearfield 1m reflective acoustic effect correction for that façade (both the property at which the ASHP is installed at and neighbouring) and free field at the legal property boundary of any individual residential property at a height of 1.5m above ground level or at 1.5m above the ground level of any adjacent residential property external amenity area such as a garden, terrace, balcony or patio free field.

c. Confirm and include details of the installation of ASHP proprietary anti-vibration / vibration isolation / dampening (such as inertia bases set on anti-vibration pads/mats/mounts/isolators), vibration isolated pipe connections (flexible pipe / hose connection elements and expansion joints) to reduce the effects of airborne vibrations, ground / structural borne transmission of vibration and regenerated noise within adjacent or adjoining premises / building structures.

d. Confirm the specification of any noise insulation / mitigation as required including the sound reduction performance of any acoustic enclosures or equivalent.

e. The Air Source Heat Pump/s or other equivalent mechanical plant / equipment scheme as approved shall be serviced regularly in accordance with manufacturer's instructions.

f. Detailed scheme for monitoring the noise levels of the ASHPs over a period (which should cover a least 1 full heating season). The outcomes of the monitoring should be shared with the local planning authority and considered on future schemes.

#### 9. Building Regulations Informative

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.

This page is intentionally left blank

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 03.04.24

### Drawings (submitted for approval)

Drawing No.	Drawing Title	Prepared by	Date submitted to LPA
<b>Architectural</b>			
01635E_JTP_S01 P1	Site Location Plan	JTP	31.10.23
01635E_JTP_S02 P4	Proposed Ground Floor Plan	JTP	28.03.24
01635E_JTP_S03 P4	Proposed Roof Plan	JTP	28.03.24
01635E_JTP_S04 P4	Proposed Tenure and Block Plan	JTP	28.03.24
01635E_JTP_S05 P4	Proposed Housing Mix Plan	JTP	28.03.24
01635E_JTP_S06 P5	Proposed Vehicle Parking Plan	JTP	28.03.24
01635E_JTP_S07 P4	Proposed Refuse Strategy Plan	JTP	28.03.24
01635E_JTP_S08 P1	Existing Site Plan	JTP	31.10.23
01635E_JTP_S09 P4	Proposed Storey Heights Plan	JTP	28.03.24
01635E_JTP_S10 P5	Proposed Coloured Masterplan	JTP	28.03.24
01635E_JTP_S11 P4	Proposed Cycle Strategy	JTP	28.03.24
<b>Streets</b>			
01635E_JTP_SS_01 P3	Street Elevations 01	JTP	28.03.24
01635E_JTP_SS_02 P2	Street Elevations 02	JTP	16.02.24
01635E_JTP_SS_03 P2	Street Elevations 03	JTP	16.02.24
01635E_JTP_SS_04 P2	Street Elevations 04	JTP	16.02.24
<b>Blocks</b>			
01635E_JTP_AB_01 P2	Block A Plans	JTP	16.02.24
01635E_JTP_AB_02 P2	Block A Elevations	JTP	16.02.24
01635E_JTP_AB_03 P2	Block B Plans	JTP	16.02.24
01635E_JTP_AB_04 P2	Block B Elevations	JTP	16.02.24
01635E_JTP_AB_05 P2	Block C Plans	JTP	16.02.24
01635E_JTP_AB_06 P2	Block C Elevations	JTP	16.02.24
01635E_JTP_AB_07 P2	Block D Plans	JTP	16.02.24
01635E_JTP_AB_08 P2	Block D Elevations	JTP	16.02.24
01635E_JTP_AB_09 P2	Block E Plans	JTP	16.02.24
01635E_JTP_AB_10 P2	Block E Elevations	JTP	16.02.24
01635E_JTP_AB_11 P2	Block F Plans	JTP	16.02.24

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 03.04.24

01635E_JTP_AB_12 P2	Block F Elevations	JTP	16.02.24
01635E_JTP_AB_13 P2	Block G Plans	JTP	16.02.24
01635E_JTP_AB_14 P2	Block G Elevations	JTP	16.02.24
01635E_JTP_AB_15 P2	Block H Plans	JTP	16.02.24
01635E_JTP_AB_16 P2	Block H Elevations	JTP	16.02.24
01635E_JTP_AB_G 01 P2	Garage and Annex Plans and Elevations	JTP	16.02.24
01635E_JTP_AB_G 02 P2	Garage Plans and Elevations	JTP	16.02.24
01635E_JTP_AB_G 03 P1	Block H Cycle Store	JTP	16.02.24
01635E_JTP_HT_2.1 P2	HT 2.1 Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_2.2 P2	AHT 2.2 Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_3.1 P2	AHT 3.1 Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_3.2a P2	HT 3.2a Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_3.2b P2	HT 3.2b Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_3.2c P2	HT 3.2c Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_3.3 P3	HT 3.3 Plans and Elevations	JTP	01.03.24
01635E_JTP_HT_3.4 P2	HT 3.4 Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.1a P2	HT 4.1a Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.1c P2	HT 4.1c Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.2 P2	HT 4.2 Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.3a P2	HT 4.3a Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.3b P2	HT 4.3b Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.4a P2	HT 4.4a Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.4b P3	HT 4.4b Plans and Elevations	JTP	28.03.24
01635E_JTP_HT_4.4c P1	HT 4.4c Plans and Elevations	JTP	28.03.24
01635E_JTP_HT_4.5 P3	HT 4.5 Plans and Elevations	JTP	01.03.24
01635E_JTP_HT_4.6a P2	AHT 4.6a Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_4.6b P2	AHT 4.6b Plans and Elevations	JTP	16.02.24
01635E_JTP_HT_5.1 P2	HT 5.1 Plans and Elevations	JTP	16.02.24
01635E_JTP_AB_S 01 P1	Substation Plans and Elevations	JTP	31.10.23

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 03.04.24

Landscaping			
L1158-2.1-1000 P4	Landscape Masterplan (coloured)	LDA	28.03.24
L1158-2.1-1001 P4	Landscape Masterplan (line)	LDA	28.03.24
L1158-2.1-1002 P3	Landscape Boundary Plan	LDA	01.03.24
L1158-2.1-1005 P1	Landscape – Typical Details 01	LDA	31.10.23
L1158-2.1-1006 P1	Landscape – Typical Details 02	LDA	31.10.23
L1158-2.1-1010 P2	General Arrangement 01	LDA	16.02.24
L1158-2.1-1011 P3	General Arrangement 02	LDA	01.03.24
L1158-2.1-1012 P3	General Arrangement 03	LDA	01.03.24
L1158-2.1-1013 P4	General Arrangement 04	LDA	28.03.24
L1158-2.1-1014 P3	General Arrangement 05	LDA	01.03.24
L1158-2.1-1015 P2	General Arrangement 06	LDA	16.02.24
L1158-2.1-1016 P3	General Arrangement 07	LDA	28.03.24
L1158-2.1-1017 P2	General Arrangement 08	LDA	16.02.24
L1158-2.1-1018 P3	General Arrangement 09	LDA	01.03.24
L1158-2.1-1019 P3	General Arrangement 10	LDA	01.03.24
L1158-2.1-1020 P3	General Arrangement 11	LDA	01.03.24
L1158-2.1-1030 P2	Planting Plan 01	LDA	16.02.24
L1158-2.1-1031 P3	Planting Plan 02	LDA	01.03.24
L1158-2.1-1032 P2	Planting Plan 03	LDA	16.02.24
L1158-2.1-1033 P4	Planting Plan 04	LDA	28.03.24
L1158-2.1-1034 P2	Planting Plan 05	LDA	16.02.24
L1158-2.1-1035 P2	Planting Plan 06	LDA	16.02.24
L1158-2.1-1036 P3	Planting Plan 07	LDA	28.03.24
L1158-2.1-1037 P2	Planting Plan 08	LDA	16.02.24
L1158-2.1-1038 P2	Planting Plan 09	LDA	16.02.24
L1158-2.1-1039 P2	Planting Plan 10	LDA	16.02.24
L1158-2.1-1040 P2	Planting Plan 11	LDA	16.02.24
L1158-2.1-1041 P3	Planting Schedules 01	LDA	01.03.24
L1158-2.1-1042 P2	Planting Schedules 02	LDA	16.02.24

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 03.04.24

### Drawings (submitted for information)

Drawing No.	Drawing Title	Prepared by	Date submitted to LPA
01635E_JTP_S12	Proposed Pedestrian/Cycle Path Overlooking Strategy	JTP	03.04.24
L1158-2.1-SK005 P2	Northern Buffer Section	LDA	31.10.23

### Reports/Documents submitted

Document Ref No.	Report	Prepared by	Date submitted to LPA
<b>Architectural</b>			
01635E_JTP_DAS	Design & Access Statement	JTP	31.10.23
01635E_JTP_Addendum	Design & Access Statement Addendum	JTP	16.02.24
<b>Schedule of Accommodation</b>			
01635E_JTP_SOA P4 28.03.24	Schedule of Accommodation	JTP	28.03.24
<b>Surface Water Drainage</b>			
9613-GDC-00-XX-RP-C-0002 Rev P09	Surface Water Drainage Scheme	GDC Partnership	18.02.24
<b>Ecology</b>			
ETH23-137 Issue V3	Ecological Design Strategy	Ethos Environmental	16.02.24
ETH23-137 Issue V3 October 2023	Biodiversity Net Gain Assessment	Ethos Environmental	31.10.23
<b>Transport</b>			
23002D1b	Transport Statement	Lime Transport	31.10.23
23002D4c	Technical Note inc. Appendices A-E (visibility splay drawings, swept path analysis and footway/cycleway/carriageway dimensions)	Lime Transport	01.03.24
23002D5b	Technical Note - Addendum to response to Highways Comments inc. Appendix A (visibility splay drawings)	Lime Transport	19.03.24
23002D2b	Travel Plan	Lime Transport	20.03.24
23002,OS,123,24b B	Visibility Splay (2.4m by 25m)	Lime Transport	28.03.24
<b>Lighting</b>			
LL1653-003 Rev C	Private Lighting – Design Report	Loveday Lighting	16.02.24
LL1653-003 Rev C	Private Lighting – Risk Assessment	Loveday Lighting	16.02.24
LL1653-003 Rev C	Private Lighting – Vertical Calculations	Loveday Lighting	16.02.24
LL1653-003 Rev C	Private Lighting – Street Lighting Layout	Loveday Lighting	16.02.24

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 03.04.24

LL1653-003 Rev C	Private Lighting – Calculation Report	Loveday Lighting	16.02.24
LL1653-001 Rev C	S38 Lighting – Street Lighting Layout	Loveday Lighting	16.02.24
LL1653-001 Rev C	S38 Lighting – Calculation Report	Loveday Lighting	16.02.24
LL1653-001 Rev C	S38 Lighting – Design Report	Loveday Lighting	16.02.24
LL1653-001 Rev C	S38 Lighting – Risk Assessment	Loveday Lighting	16.02.24
LL1653-001 Rev C	S38 Lighting – Vertical Calculations	Loveday Lighting	16.02.24
LL1653-001	S38 – Roadway Calculations	Loveday Lighting	31.10.23
<b>Energy &amp; Sustainability</b>			
Feb 2024 Rev R3	Carbon Reduction Statement	AECOM	16.02.24
Feb 2024 Rev R3	Sustainability Statement and Water Conservation Strategy	AECOM	16.02.24
<b>Arboriculture</b>			
CALA24272aia_ams Rev A	Arboricultural Impact Assessment and Method Statement	ACD Environmental	16.02.24
CALA24272-03A Sheet 1 of 2	Tree Protection Plan	ACD Environmental	16.02.24
CALA24272-03A Sheet 2 of 2	Tree Protection Plan	ACD Environmental	16.02.24
CALA24272ts	Tree Survey	ACD Environmental	31.10.23
<b>Noise</b>			
R01-23436-R1	Acoustic Design and Noise Insulation Mitigation Scheme Report	Cass Allen	31.10.23
L01-23436-R0	Technical Note	Cass Allen	26.02.24
<b>Affordable Housing Statement</b>			
Oct 2023	Affordable Housing Statement	Cala Homes	31.10.23
<b>Landscape and Visual Impact Assessment Addendum</b>			
CALA24271_add	Landscape and Visual Impact Assessment Addendum	ACD Environmental	31.10.23
<b>Planning Statement</b>			
Oct 2023	Planning Statement	Carter Jonas	31.10.23
<b>Public Art</b>			
Oct 2023	Public Art Strategy and Delivery Plan	Commission Projects	31.10.23
<b>Statement of Community Involvement</b>			
Oct 2023	Statement of Community Involvement	Meeting Place	31.10.23

This page is intentionally left blank





# Cambridgeshire Quality Panel

Land adjacent to Netherhall Farm, Worts'  
Causeway, Cambridge

Thursday 28<sup>th</sup> July 2023

Mandela House, Cambridge

Panel: Robin Nicholson (chair), David Birkbeck, Elanor Warwick, Phil Jones, Lindsey Wilkinson, and Simon Carne.

Local authority: Kate Poyser.

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 development site (identified as Site GB1 in the Cambridge Local Plan 2018, under Policy 27) is situated along Wort's Causeway, on the south-east edge of Cambridge and has outline planning permission for up to 200 dwellings (Planning Ref: 20/01972/OUT). To the south of the site lies Site GB2 (known as Eddeva Park), which is proposed for 230 dwellings. Together, these two developments will provide around 430 new dwellings.

Currently agricultural fields, the development site wraps around a small group of buildings, which make up Netherhall Farm. Some of these buildings are classified as Buildings of Local Interest. Green Belt land lies to the east and Netherhall Farm Meadow Country Wildlife Site lies to the west, where there is also an Area Tree Preservation Order. Worts' Causeway is a known bat commuting route.

Cambridge City Centre is just under three miles away, and Cambridge Station and the Biomedical Campus/Addenbrooke's Hospital even closer.

The Panel previously reviewed the development proposals in November 2019, and looked forward to hearing how their previous recommendations had been considered in the latest iteration of the scheme.

## **Presenting team**

The scheme is promoted by Cala Homes, supported by JTP (Architects), LDA (Landscape Architects), and Carter Jones (Town Planning). The presenting team was:

- Neil Farnsworth – Head of Planning, Cala Homes
- Alexandra Deol – Land Director, Cala Homes
- Simon Hoskin – Senior Planning Manager, Cala Homes
- Joshua Cherry – Associate Architect, JTP
- Dan Tassell – Associate Landscape Architect, LDA
- Justin Bainton – Partner (Planning), Carter Jones

## **Local authority's request**

Greater Cambridge Shared Planning Service asked the Panel to focus on several issues during the review summarised as: -

- Transition of the eastern boundary from urban edge to rural landscape.
- Connectivity with the adjacent GB2 site and wider urban areas, especially by cycle and foot.
- The need to promote walking and cycling above motor transport.
- Landscape buffer between the site and existing properties on Beaumont Road.
- Appearance of side-on dwellings on west side of principal street.
- Response to the existing setting and designations; and
- Amount of hardscape versus soft landscape.

## **Cambridgeshire Quality Panel summary**

The development benefits from being close to the urban facilities of Cambridge City whilst also enjoying the rural edge and views of an undulating landscape.

The Panel were generally encouraged by the progress made since they last reviewed the scheme but re-iterated and offered several further views and recommendations for the applicant to consider, which could help make this an even better place to live.

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

Several points of clarification were sought by the Panel on the following issues: -

- On the eastern edge, can you walk directly in front of the houses, or should you walk along the landscaped edge? The applicant advised that whilst you could walk in front of the houses, this would mainly be for their access and the intention would be that people would be guided towards the path along the landscaped edge.
- What materials would be used for the adopted, unadopted roads and informal paths? The applicant advised that this specification is unresolved currently as discussions with the Local Flood Authority and the Highway Authority had

resulting in differing expectations for permeable and non-permeable surfacing. The applicant's preferred approach is to keep as much of the highway, pathways, and landscaped areas as possible as unadopted space so that the specifications and quality of these places can be controlled and maintained by them and their appointed maintenance/management company. It was acknowledged that waste service vehicles would only drive on roads built to adoptable standards, which are likely to be Tarmac, whilst the unadopted spaces could use other materials to add to and help define their character.

- Would there be cycle storage that also provides space for cargo bikes and e-bike charging? The applicant advised that the housing would have larger garages or dedicated garden space to accommodate bikes (and bins), and the apartments would have cycle stores. It was hoped that electricity points would be in place to allow for e-charging in the bike stores. Post review, it was advised that Cambridge Local Plan 2018, Appendix L requires cycle parking to be located at the front of the house or within a garage and should be at least as convenient as the car parking provided.
- Would there be integrated bin stores? The applicant responded that yes there would be. There is no intention to have stand-alone bin stores within public spaces.
- What is the hardstanding in the south-east corner? It was advised that this relates to the water main infrastructure and will be incorporated into the design to reduce its impact. Initially it will be used as the site sales area.
- It is not clear how upper floor apartments are accessed and some appear single to be aspect which is not ideal.

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

The development seems to have a good tenure mix and feels manageable with the affordable housing element being interesting and not too different from the market housing. Questions were raised around how the spaces come together, who stewards them, what do people see and who owns and manages the semi-public spaces.

Further articulation of how the east-west strip works would be helpful as well as door step play. What opportunities are there for people to meet and gather?

The parking courtyards seem to just be car parks, which is a wasted opportunity to provide a better quality space and encourage other interactions.

Short streets or paths with housing were supported as a design feature as residents often get to know each other more easily and form a micro-community within the wider development.

Think about placement of doors and windows and what people can see and hear from them not only for informal surveillance but also to help them feel part of the wider community. Some of the apartments appear to just look at cars or car parking – can this outlook be improved?

Could links to external community infrastructure be improved (see Connectivity section below).

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

The north-west corner offers an opportunity for better connectivity to the urban area and its infrastructure, such as schools. Although it is understood that there is a ransom strip currently preventing a footpath through, future use of compulsory purchase powers (CPO) could facilitate a link and therefore consideration should be given to future proofing the development by designing the area with a footpath within to the site to the pond and potential future external link. An example of Ireland was given where there have been recent successes in using CPO powers to improve accessibility in older developments.

Improving accessibility to the pond could also have amenity value and potentially act as an attractive feature for both the existing and new communities if a footpath link is established later).

The Panel supported the use of passing points on the causeway rather than the widening of it, as it is a more appropriate response. Speed limits should be appropriate to the setting – 20 MPH to match the Causeway- and for the people who use these streets.

It was highlighted that the 400m walk to the nearest bus stop had been calculated from the front of the development site to the bus stop, but residents living at the rear of the

development could have to walk up to 1km to the bus stop. Cycling should be a primary form of transport and not only be an easy choice within the site but also across to the neighbouring GB2 development and link with the good cycle network in Cambridge. It was not clear if the applicant is making any financial contributions towards off-site cycle infrastructure to support this.

Active Travel England have published a checklist which the applicant is encouraged to use.

The 'spine road' should be called and thought of as a primary street and a place. It was questioned whether gable ends are animated enough, and perhaps whether there should be more character areas?

The traffic flows on the primary street, and across the development, will be low, so it was challenged whether there is a need for a segregated foot and cycle path. Cyclists will probably be comfortable cycling on the road, so this space could be better used for other purposes such as green infrastructure and widening the 2.5m eastern cycle/pedestrian route. Any cycle routes should be hard surfaced.

Does the whole of the loop on the primary street need to be adopted? Provided there is sufficient adopted highway to turn a refuse vehicle, the remaining highway could be unadopted, which allows greater scope to make more interesting spaces through use of informal planting and other layouts.

The wiggle on the cycle path seems unnecessary as it approaches the Causeway. While acknowledging this is a Highway Authority requirement, it is envisaged that cyclists will straight line the route, closer to the tree, which would be self-defeating.

There should be a consistent application of walk and cycle routes having priority over side roads, known as a Copenhagen Crossing.

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

It was reiterated that removal of the segregated cycle path could create more space for planting and rain gardens which would have climate benefits, especially as the landscaping looks too pinched within the development.

It was not clear what the extent of PV use will be? Will they only be on the apartment flat roof building, which seems a standalone odd roof design amongst the pitched roofs of the rest of the development.

The loss of hedgerow to facilitate access points shouldn't be underestimated and be thought about carefully.

17% biodiversity gain is policy compliant with the extant Local Plan, but it is noted that this will increase to 20% in the emerging Local Plan, albeit ahead of the common standard of 10%.

It was acknowledged that the development will be gas free. However, where will the external units for the heat pumps be placed and what the impact of their operation will be, was not stated. Anecdotally, it was suggested that many of these external units are bigger than they need to be.

It was asked about what capacity the applicant has for timber frame production and whether they intend to use modular units? The applicant responded that whilst they had had issues with their recently acquired supplier, they have resilience through other suppliers they use. They do not plan to produce off-site modular units.

The use of water within the site can add greatly to character and amenity, as well as having good environmental benefits. Attention to careful management of site soil during construction was encouraged.

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

It was recognised that green infrastructure and landscape had been given serious consideration and that targets were suitably ambitious. The landscaped places should be cherished and not seen as a constraint.

The applicant was encouraged to think about the pond again and whether it could have greater amenity value, recognising the need for balance between reserved and accessible spaces.

The grassland strategy was welcomed.

Green infrastructure is a series of multifunctional, integrated spaces, but too much of it has been pushed to the edge of the development, because of the approved

parameter plans. It is a basic, rigid layout and the idea of a landscape 'buffer' is an outdated approach and should be considered as a rural edge space instead. The green link is too formal and has a lot to do; it is too forced.

The applicant should better align the landscape strategy to the built strategy and develop more sections though the site. The building, landscape and setting needs unlocking to create more incidental and interaction spaces.

Could the 30m "buffer" be negotiated down to free up space within the development to link the edge to the inner areas better, noting that 30 metres green eastern edge is within the Green Belt where inappropriate development is not acceptable. There can be no dwellings here. Maybe the "rural edge" could be reduced to 20m in place and be more permeable and perhaps include edible and community spaces or facilitate space elsewhere for these uses. The primary street should be greener.

The rationalised character areas were noted as an improvement from the earlier iteration of the development. Could there be a potential fourth character area for the terraces on the northern edge? As currently designed, the gardens are quite mean and north facing; could these be re-thought and perhaps be given bigger front gardens that are used by residents as their main outdoor space, especially as they would be south facing. An example of a Barratt development in Bristol – Hanham Hall – was cited, which has been successful in encouraging residents to use their front gardens in this way.

Most of the housing should open doors onto the primary street.

Boundary treatments need careful consideration. Where gardens present boundaries to the street they should be of high quality, and it was recognised that these will probably be brick walls and not wooden fencing. Could there be greenery within these boundaries, so they are not 'too hard'.

Garages facing parking plots are not nice and reminiscent of 1970's parking plots. It was stated that this is being looked at.

The Farmstead area should consider access and parking arrangements again. There are too many links from the one access road, and the parking route for the maisonettes is unattractive and undesirable. More access streetside is required. It is possible that



the parking courts could look poor and dated and potentially act as an attractor for unsocial behaviour.

### **Specific recommendations**

- Elevations and site sections would be helpful.
- The impact of the Parameter Plans is constraining and perhaps could be challenged to be more flexible, especially on the treatment of the 30m buffer.
- Think about where social interactions could happen, and the role of the east-west strip.
- Consider how to avoid encouraging anti-social behaviours and where teenagers might hang out.
- Can the north-west corner have greater amenity value and be future proofed for a connection to the neighbouring streets.
- Speed limits should be consistent within the site.
- 'Streets' not 'roads' and the walk to the bus stop will be longer than 400m for most residents.
- Apply the Active Travel England checklist.
- Consider the south-east corner and treatment of the hardstanding area.
- Question the need for a segregated cycle/footpath and the Causeway 'wiggle'.
- More planting and greenery needed generally.
- Is there a need for as much adopted road as planned?
- Prioritise walk/cycle routes over cars at side junctions.
- Celebrate water more within the development; and
- How extensive is the use of PVs and consider impacts of heat pumps.

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: Stuart Clarke

Support: Judit Carballo

Issue date: 1st August 2023

## Appendix A – Background information list and plan

- Main presentation
- Local authority background note
- Applicant's supporting notes

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

### Current Masterplan (source: applicant's presentation)



This page is intentionally left blank

**Application Number** 20/01972/COND35 **Agenda Item**

**Date Received** 08/02/2022 **Officer** James Truett

**Target Date** 22/04/2022 (with agreement)

**Ward** Queen Edith's

**Site** Netherhall Farm Worts Causeway Cambridge CB1 8RJ

**Proposal** Submission of details required by condition 35 (Pedestrian and Cyclist NW Connectivity) of outline planning permission 20/01972/OUT

**Applicant** GSTC Property Investments Limited

<p><b>SUMMARY</b></p>	<p>This application seeks to discharge condition 35 of planning permission 20/01972/OUT.</p> <p>Condition 35 states:</p> <p>Prior to development commencing, details of the work undertaken to seek a link to Almoners' Avenue or Beaumont Road shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Cambridgeshire County Council, to determine the feasibility of implementing such link and improve pedestrian and cyclist connectivity.</p> <p>The application is considered acceptable because all reasonable efforts have been undertaken by the applicant to seek the</p>
-----------------------	---

	<p>feasibility of a link to Almoners' Avenue or Beaumont Road.</p> <p>The adjoining landowners strongly oppose the implementation of the link to Almoners' Avenue or Beaumont Road and are not willing to sell their land to the applicants to implement such a path.</p> <p>It is not considered reasonable to require an applicant to implement a path on land outside of the applicant's ownership.</p>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Land at Netherhall Farm (also identified as 'GB1' throughout this report) is a 7.2ha site located on the south-eastern edge of the City, at approximately 4 kilometres from the City centre. The site currently consists of arable land and three fields of semi-improved grassland, one of these is the Netherhall Farm Meadow City and County Wildlife Site (CiWS and CWS respectively, from now on identified as CWS only). The site wraps around a small group of buildings which make up Netherhall Farm, separated from the application site by hedgerows, with low-lying vegetation between the western edge of the site and Netherhall Farm). Worts' Causeway (A1307) runs alongside the southern edge of the site with arable fields within Green Belt to the east and the existing urban edge to the west and north of the site.
- 1.2 The site is not situated within a conservation area, and there are no statutorily or locally listed buildings or structures within the site. The farmhouse and the barns forming the adjacent Netherhall Farm are Buildings of Local Interest (BLI), falling outside the application boundary.

- 1.3 A Tree Preservation Order (TPO) covers Netherhall Farm and associated land covering several beech, horse chestnut, sycamore, ash and elm trees within the curtilage of Netherhall Farm. The TPO area also includes the Netherhall Farm Meadow CWS and part of the arable fields immediately east of the CWS.
- 1.4 To the north and west of the site is a large residential area in Queen Edith's Ward, mainly constituted of one and two-storey residential properties between Queen Edith's Way, Fendon Road and Worts' Causeway, with the Nightingale Recreation Ground as the area's main open and recreational space, located to the east of Fendon Road.
- 1.5 The main link for sustainable travel into the City is Babraham Road, with an existing shared cycle and footway and main bus services operating along the road. There are no pavements on either side of this part of Worts' Causeway. A bus gate is operated from the south-western corner of the site, and bus routes run along Worts' Causeway and mainly through Babraham Road, with the closest bus stop at 650m west of the site. Along Babraham Road, the Park and Ride (P&R) provides for the Linton to Cambridge bus route, and Addenbrooke's bus station to many other destinations within the Cambridge City area.
- 1.6 Wulfstan Way is the closest retail / shopping area from the development, at approximately 2 kilometre north of GB1, with larger supermarkets at Fulbourn and Trumpington. A smaller convenience stores area is at approximately 1.1 kilometre from the site, within the Addenbrookes complex and local facilities are proposed to be implemented in the GB2 site.

## **2.0 THE PROPOSAL**

- 2.1 The submitted information seeks to discharge condition 35 of planning permission 20/01972/OUT for the Outline application (all matters reserved except for means of Access) for the erection of up to 200 residential dwellings, with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space and landscape.

## 2.2 Condition 35 states:

Prior to development commencing, details of the work undertaken to seek a link to Almoners' Avenue or Beaumont Road shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Cambridgeshire County Council, to determine the feasibility of implementing such link and improve pedestrian and cyclist connectivity.

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).

## 3.0 SITE HISTORY

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
20/01972/OUT	Outline application (all matters reserved except for means of Access) for the erection of up to 200 residential dwellings, with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space and landscape.	Approved (07/01/2022)

## 4.0 PUBLICITY

4.1 Advertisement:	No
Adjoining Owners:	No
Site Notice Displayed:	No

## 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local	80 – Supporting sustainable access



Plan 2018	<p>to development, in particular 80 b.2.</p> <p>Conveniently linking the development with the surrounding walking, cycling and public transport networks</p> <p>81 – Mitigating the transport impact of development, in particular 81 c.</p> <p>Reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable.</p>
-----------	--

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	<p>National Planning Policy Framework 2021</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p>
-----------------------------	---

6.0 CONSULTATIONS

**Cambridgeshire County Council (Transport Assessment Team)**

6.1 These comments are no objection comments in relation to the discharge of condition application in relation to condition 35. This condition requires the applicant to review the potential for connecting the development of GB1 to Almoners Avenue and Beaumont Road.

The applicant has undertaken work to highlight the appropriate route for any such connections, has engaged with the relevant land owners, and has undertaken all reasonable work to seek any opportunities for the creation of links.

The conclusion of this work is that it is not possible to create links to either Almoners Avenue or Beaumont Road. This is accepted.

## **7.0 REPRESENTATIONS**

7.1 The owners/occupiers of the following addresses have made representations:  
- 39 and 39a Almoners Avenue

7.2 The representations can be summarised as follows:

The owners/occupiers wish to object to the construction of a pedestrian and cycle access way through their private gardens on the grounds of residential amenity, design, and that the land is not within the developers' control. Plans were submitted showing indicative service corridors, and driveway visibility/access concerns by the residents.

7.3 The following representations have been made by City Councillor Sam Davies, and County Councillor Alex Becket. These can be summarised as follows:

It is critical for the sustainability of GB1 that a northern connection route should be delivered; that the intent of the Planning Committee in mandating Condition 35 has not been achieved; and that Planning Committee should have the opportunity to discuss the submitted feasibility report to ensure best efforts have been made, and to discuss the consequences of this and their implications for the compliance of GB1 with Policy 80.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received the main issues are as follows:

1. Background
2. Feasibility
3. Third party representations

## **Background**

- 8.2 The outline planning permission (20/01972/OUT) originally included condition 35. This was later excluded in its entirety as evidence was submitted to demonstrate that all reasonable efforts had been made to improve pedestrian and cyclist connectivity. This condition was later re-instated after planning committee in consultation with the Chair and Spokes. The intention of this was to ensure that sufficient efforts were taken by the applicants to secure a northern access.
- 8.3 This application has been called into committee by City Councillor Sam Davies, and County Councillor Alex Becket.

## **Feasibility**

- 8.4 The wording of condition 35 required the applicant to detail the work undertaken to seek a northern link for the approved site (20/01972/OUT), prior to commencement of the development. It is the responsibility of the Local Planning Authority, in consultation with the Cambridgeshire County Council, to determine the feasibility of implementation. Whilst the condition requires the applicant to seek the feasibility of pedestrian and cycle link to the North of the site, there is no requirement for the applicant to implement such link should it be considered feasible.
- 8.5 The applicant has submitted a feasibility statement which explored 3 potential options for a northern access route. This included a methodology to identify and approach landowners utilising Sustrans (walking, wheeling and cycling charity, and the custodian of the National Cycle Network) framework for engaging with landowners to create a traffic-free route affecting their land.
- 8.6 Route 1 – Almoner’s Avenue. This proposed a combined cycle/pedestrian link to the Northwest of the site, consisting of a 3metre wide path. This would traverse land parcels at Almoners Avenue (39, and 39A). The applicant engaged directly with landowners (as seen in Appendix 4 of the Feasibility Statement – dated 7<sup>th</sup> February 2022). The affected landowners expressed strong opposition to the proposed path. The applicant poses that the only potential solution would be for the Council to

consider a public path creation order under S26 of the Highways Act 1980.

- 8.7 Route 2 – Beaumont Road. This proposed a combined cycle/pedestrian link to the Northeast of the site, along the edge of the playing fields of the adjoining Netherhall School, consisting of a 3metre wide path. This would traverse land in the ownership of Netherhall School (long term tenant, with Peterhouse College as the freeholder). The effected landowners (as seen in Appendix 6 of the Feasibility Statement – dated 7<sup>th</sup> February 2022) were contacted and expressed that they were unable to support the development of any link as this would pose a potential safeguarding issue. The applicant poses that the only potential solution would be for the Council to consider a public path creation order under S26 of the Highways Act 1980.
- 8.8 The applicant also considers the implications on the Green Belt which this land would sit in. This would require a separate planning permission and consideration of Green Belt policies.
- 8.9 Route 3 – The introduction of a link directly from the northern edge of the site through to Beaumont Road. This option was ruled out by the applicant as it would involve the acquisition of at least one existing dwelling, and due to there being no sufficient space between the properties, a partial or full demolition of that dwelling would then be required to accommodate a path. This was not considered a proportionate approach.
- 8.10 The feasibility statement has been considered and reviewed in consultation with the County Council Transport Assessment Team. It is considered that it would not be feasible to implement a northern pedestrian and cycle link by the applicant. As suggested a potential solution would be for the Council to consider a public path creation order under S26 of the Highways Act 1980. This is a county highways matter and fall outside the requirements of this application to discharge condition 35.
- 8.11 Officers are in agreement with the conclusions of the submitted feasibility statement. The adjoining landowners strongly oppose

the implementation of a link to Almoners' Avenue or Beaumont Road and are not willing to sell their land to the applicants to implement such a path.

### **Third Party Representations**

- 8.12 The representations from 39 and 39a Almoners Avenue are acknowledged. Although the above residents have submitted objections to the implementation of the Almoners Avenue Link, this is the same as the officer recommendation. This is because it is not considered feasible to implement a link to Almoners Avenue.
- 8.13 The representations made by City Councillor Sam Davies, and County Councillor Alex Becket have expressed the need for the northern link and have called for the planning committee to discuss the submitted feasibility report to determine whether best efforts have been made (and to discuss the consequences of this and the implications for the compliance of GB1 with Policy 80).
- 8.14 Whilst these concerns are understood, the requirement of the condition only seeks the submission of a feasibility study for a northern link. There is no requirement for the applicant to implement such a link should it not be considered feasible.

## **9.0 CONCLUSION**

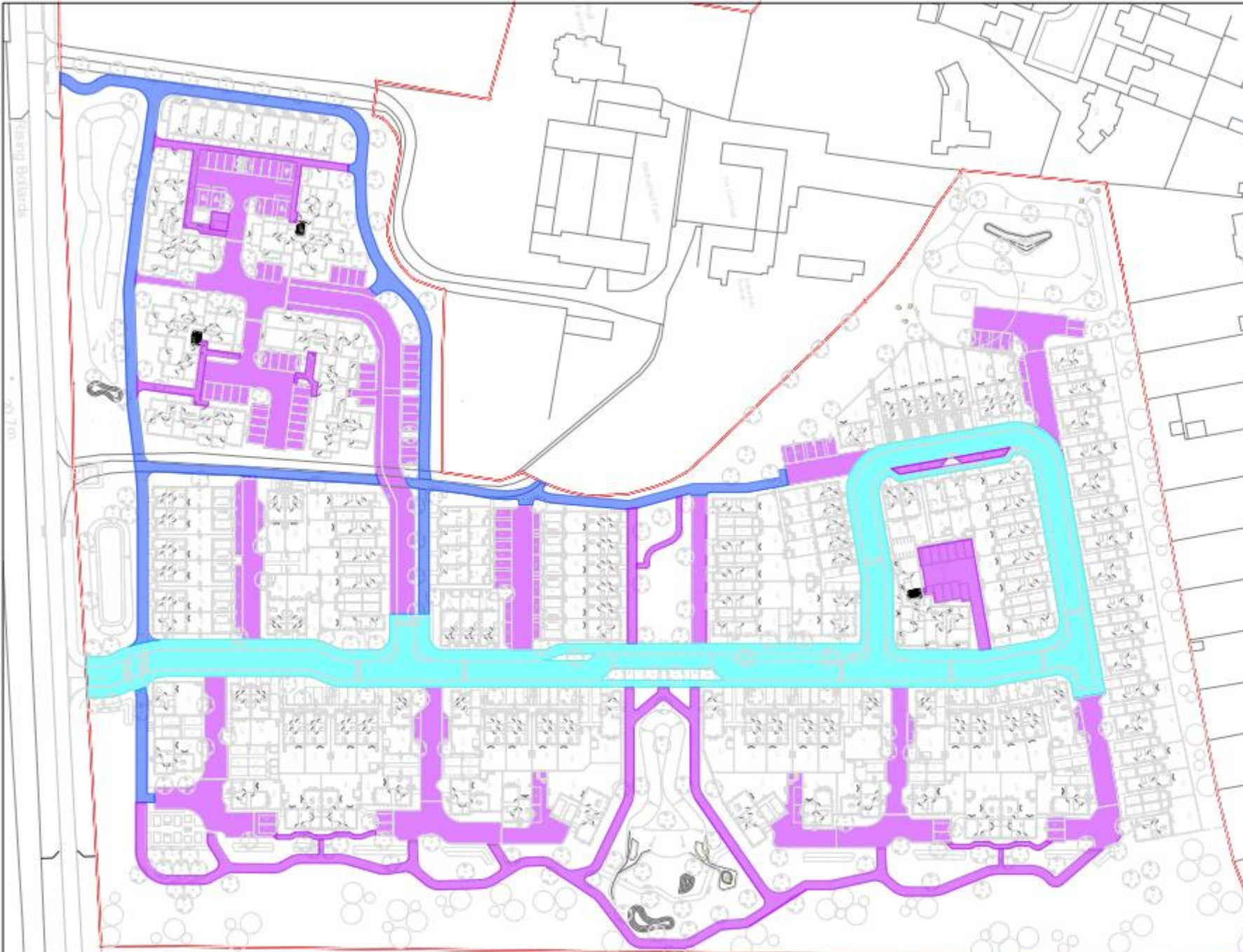
- 9.0 It is considered that all reasonable endeavors have been undertaken by the applicant to explore the feasibility of implementing a link to Almoners Avenue or Beaumont Road and officers are in agreement with the submitted feasibility statement that concludes that implementing a link is not feasible.

## **10.0 RECOMMENDATION**

### **APPROVE**

1. Feasibility Statement - dated 7th February 2022 (By Litchfields)

This page is intentionally left blank



- NOTES
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND SPECIFICATION
- LEGEND
- SITE BOUNDARY
  - ROAD AND FOOTPATH TO BE ADOPTED BY CC
  - ROAD/FOOTPATH - RESPONSIBILITY OF PRIVATE MANAGEMENT COMPANY
  - FOOTPATH/CYCLEWAY - TO BE ADOPTED BY CC

REV	ISSUED FOR APPROVAL	APP	BY	DATE
Rev	Description	By	Date	Date
<b>PRELIMINARY</b>				
<b>G.D.C.</b> Partnership Consulting Engineers		<small>TRADING FROM: 215 LONDON ROAD BROMLEY KENT, ME16 2JQ (UK) Tel: +44(0)20 8660 2340 Fax: +44(0)20 8660 2322 www.gdpcpartnership.co.uk</small>		
Client:				
Project: <b>NETHERHALL GARDENS</b>				
Title: <b>STREET MAINTENANCE PLAN</b>				
Drawn	APP	Checked	WTE	Approved

This page is intentionally left blank





<b>Planning Committee Date</b>	24.04.2024
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference</b>	23/04289/FUL
<b>Site</b>	Brookmount Court, Kirkwood Road, Cambridge, Cambridgeshire, CB4 2QH
<b>Ward / Parish</b>	Kings Hedges
<b>Proposal</b>	Demolition of existing buildings and structures, and erection of building (Class E(g)i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.
<b>Applicant</b>	Sackville UK Property Select III (GP) No.3 Ltd
<b>Presenting Officer</b>	Nick Yager
<b>Reason Reported to Committee</b>	Major application and Third-Party Representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1.Design and Landscape 2.Townscape, Visual Amenity 3. Transport, Highways and Parking 4. Sustainable Design
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions, informatives and S106

## **1.0 Executive Summary**

- 1.1 The application seeks full planning permission for the demolition of existing buildings and structures, and erection of building (Class E(g) i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.
- 1.2 The proposal seeks permission to provide 7,175m<sup>2</sup> (GIA) of 'Life Sciences' (Research & Development) employment use. An additional 2,745m<sup>2</sup> of car and cycle parking space is to be provided within the basement bringing the total floorspace of the development to 9,920m<sup>2</sup>.
- 1.3 A Planning Performance Agreement (PPA) was entered into with Greater Cambridge Planning Service in the summer of 2022. A series of pre application meetings were arranged and the proposal was brought before the Greater Cambridge Design Review Panel and the Greater Cambridge Disability Panel.
- 1.4 The existing buildings are shown to be not fit for purposes and this has been demonstrated by extensive marketing and shown with the existing buildings being  $\frac{3}{4}$  vacant. The proposal would lead to a large increase of floor area and will replace the outdated buildings with a more sustainable, high-quality, life science (Research and Development) building.
- 1.5 In terms of townscape views in and around the site, the proposed works are considered to be appropriate to the character and appearance of the area. The scale and massing of the proposal is acceptable. The proposal would introduce an uplift in architectural quality and in the public realm. Urban Design and Landscape Officers are supportive of the proposal in this respect.
- 1.6 Several public benefits would accrue from this development. Of greatest significance would be the economic benefits from delivery the 7,175m<sup>2</sup> (GIA) of 'Life Sciences' (Research & Development) employment use of additional life science floor space. Additional benefits include the significant social and environmental benefits from improvements to the public realm, highway improvements both on and off the site, contributions to Nuns Way recreational ground, environmental benefits in the form of re-development of  $\frac{3}{4}$  vacant buildings on a brownfield site, significant street landscaping benefits, highly sustainable building and biodiversity net gain increase of 68.9%.
- 1.7 The proposal would result in acceptable amenity impacts for neighbouring properties and future users of the building and would not result in any highway safety concerns.

- 1.8 Technical consultees have raised no objection to the proposal subject to conditions in terms of impacts on the amenity of any nearby occupiers or any environmental effects such as water resources, flood risk/ drainage, climate impacts or air quality impacts.
- 1.9 Officers recommend that the Planning Committee APPROVE the application subject to a S106.

**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	
Protected Industrial Area	X		

\*X indicates relevance

- 2.1 The application site is a brownfield employment site known as Brookmount Court. The site consists of three 1980s buildings in office use (Class E) and a driving test centre (Sui Generis) with associated parking situated within an employment area on the southern side of King Hedges Road. The largest of these buildings is subdivided into two units, meaning there are 4.no. office units in total onsite (Units A-D). The buildings are supported by 75 car parking spaces, with access taken from Kilmaine Close and Kirkwood Road.
- 2.2 The Site is currently partially occupied. The Driving Standards Agency (DVSA) operates from the ground floor of Building A&B at the centre of the site. Buildings C and D, which front King Hedge’s Road, have been unoccupied since 2018 despite extensive marketing by local agents.
- 2.3 The site is bound to the immediate west, south and south east by industrial and employment development as part of the Kilmaine Close/Kirkwood Road employment area, consisting of two storey sheds in various B and E Class uses with associated car parking. To the north of the site on the opposite side of Kings

Hedges Road lies the Cambridgeshire Guided Busway, Cambridge Science Park and Cambridge Regional College.

- 2.4 The area to the north and east is within the emerging North East Cambridge Area Action Plan (AAP) boundary. To the north east across Kings Hedges Road and within the AAP area is the general location for a 'Local Landmark Building'.
- 2.5 The site is separated from residential development. The nearest residential property to the site is located across King Hedges Road at approx. 45 metres from the site. To the east lies Nuns Way Recreational Ground.
- 2.6 The site is located within a Protected Industrial Area of Kings Hedges Road as identified on the Policies Map of the Cambridge Local Plan 2018. The site is also within the Cambridge Airport Safeguarding zone for height for referral for any structure to be greater than 15 metres above ground level.
- 2.7 The site has no environmental or heritage destinations. Several mature trees lie on the site front boundary with Kings Hedges Road and Kirkwood Road however, none of the trees are subject to Tree Preservation Orders.
- 2.8 The application site is located within flood zone 1 (low risk). However, surface water is shown on the boundaries of the site to the north on Kings Hedges Road and to the west on Kilmaine Close.
- 2.9 The site is located within the development framework and Cambridge City boundary. Kings Hedges Road to the north forms the boundary between Cambridge City Council and South Cambridgeshire District Council.

### **3.0 The Proposal**

- 3.1 The application seeks full planning permission for the demolition of existing buildings and structures, and erection of building (Class E(g) i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.
- 3.2 The proposal seeks permission to provide 7,175m<sup>2</sup> (GIA) of 'Life Sciences' (Research & Development) employment use. An additional 2,745m<sup>2</sup> of car and cycle parking space is to be provided within the basement bringing the total floorspace of the development to 9,920m<sup>2</sup>.
- 3.3 The proposed development will provide a mixture of office and laboratory floorspace across 4 floors. Ancillary to the R&D use, the proposed development also provides reception space at ground floor, changing places toilet, cycle user changing rooms and shower facilities in the basement and a function room at roof level. The proposed development will provide 63no. car parking spaces at

the basement level, with access taken from Kilmaine Close. The proposed development will also provide 266 cycle parking spaces at the basement level.

- 3.4 The application has been amended and further information has been submitted to address specific requests of technical consultees and further consultations have been carried out as appropriate.

#### 4.0 Relevant Site History

##### *Site Planning History*

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
20/03019/FUL	Installation of 3.no. passenger lifts within Units A and C and relocation of bin store.	Permitted 01/10/2020
17/1420/FUL	Change of use application from B1(a) office use to a car license testing centre (sui generis) use	Permitted 07/12/2017
07/0068/FUL	Erection of exhaust stack for lab extraction	Permitted 01/05/2007
C/85/0138	Erection of research and development accommodation	Permitted 27/03/1985

##### *Wider Site History*

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
16/1164/FUL	Erection of 1no. unit to be used as a builders' merchant (sui generis) for display, sale, storage of building, timber and plumbing supplies, plant and tool hire including outside display and storage; with associated servicing arrangements, car parking, landscaping and associated works.	Permitted 07/03/2017
16/1562/FUL	Over-cladding existing extensions with new cladding.	Permitted 26/08/2016
05/0225/FUL	Erection of industrial and warehouse units (Class B1c, B2 and B8)	Permitted 07/09/2005

following demolition of existing buildings.

C/93/0210	Installation of DERV storage tank (500 gallon capacity) on support frame.	Permitted 24/05/1993
-----------	---	-------------------------

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2023

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

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 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 37: Cambridge Airport Public Safety Zone and Air Safeguarding  
Policy 38: Hazardous installations  
Policy 40: Development and expansion of business space  
Policy 41: Protection of business space  
Policy 42: Connecting new developments to digital infrastructure  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall buildings and the skyline in Cambridge  
Policy 65: Visual pollution  
Policy 69: Protection of sites of biodiversity and geodiversity importance  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management  
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

### 5.3 **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  
Landscape in New Developments SPD – Adopted March 2010  
Public Art SPD – Adopted January 2009  
Trees and Development Sites SPD – Adopted January 2009

### 5.5 **Consultations**

### 5.6 **Access Officer – No objection**

5.7 Really good application, one of the better ones I have seen. Doors need an opening weight of less than 20 newtons. Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm. Reception desks, Meeting rooms, et cetera all need hearing loops designed not to interfere with other systems in the building. Glazing must have manifestations to warn visually impaired people. The glazing and flooring must be designed so as to remove glare and shadowing. I didn't notice the fire evacuation strategy for

disabled people. The installation of firefighting or fire evacuation lifts should be standard in large public buildings, emergency refuge points should be avoided in nearly every such circumstance. Toilet doors should open outwards or slide and/or have quick release bolts are needed in case somebody collapses in the toilet.

**5.8 Anglia Water – No objection**

5.9 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Suggested conditions and informatives to be included.

**5.10 Archaeology – No objection**

5.11 We do not consider it likely that the proposed development will have a significant effect on important archaeological remains and we do not consider archaeological investigation to be necessary in connection with this proposed development.

**5.12 Cadent Gas – No objection**

5.13 We have no objection in principle to your proposal from a planning perspective. In order to help prevent damage to our asset's an informative note.

**5.14 Cambridge City Airport – No objection**

5.15 The proposed development has been examined from an aerodrome safeguarding perspective in accordance with the UK Regulation (EU) No 139/2014 and could conflict with safeguarding criteria unless any planning permission granted is subject to the suggested condition.

**5.16 Designing Out Crime Officer – No objection**

5.17 Our office has been in early consultation with the applicants relating to a Security Needs Assessment (SNA) to achieve their Breeam HEO06 Safety and Security Credits. Advice and security recommendations have been provided. The following points have been highlighted within the security needs assessment. There will need to be a further discussion to confirm proposed measures relating to the security of both ramps and the external sunken stair well to the car park. Care should be taken to ensure that there is no conflict between lighting, trees/landscaping, and CCTV.

**5.18 UK Health Security Agency (UKHSA) – No objection**



- 5.19 No comments
- 5.20 **County Highways Development Management – No Objection**
- 5.21 Original Comments 05.12.2023
- 5.22 Objection – the proposal fails to show appropriate inter vehicle visibility splays from the access to proposed underground car park. Also, a requirement to provide pedestrian visibility splays on either side of the car park access. Provide a Stage 1 Road Safety Audit for the Toucan Crossing. Provide information to ensure that proposed basement walls have been designed to suitably support the adopted public highway.
- 5.23 Comments on Additional Information.
- 5.24 No objection - Following a review of the revised documents, more specifically the response to the Highway comments, the Highway Authority can confirm that the holding objection to the proposals is hereby removed as the applicant has now submitted sufficient information to demonstrate that the proposed access from the underground car park would not be detrimental to highway safety. The Highway Authority can confirm that the submitted Road Safety Audit Stage 1 is acceptable. The proposed basement retaining walls details are generally acceptable. No objection subject to conditions.
- 5.25 **County Transport Team – No Objection**
- 5.26 Original comments 05.02.2024
- 5.27 Holding Objection - Further, details are required on the cycle access and trip generation before the transport implication of the development can be fully assessed.
- 5.28 Comments on Additional Information. 14.03.2024
- 5.29 No Objection subject to Mitigation Package: Sufficient details has been presented to make a sound assessment.
- 5.30 Mitigation Required: Should the development go ahead the developer should be conditioned to provide the follows:

- A contribution of £345,000 to strategic infrastructure to be allocated to the Milton Road corridor improvement scheme.
- To implement a new pedestrian / cycle crossing over Kings Hedges Road.
- Provision of dropped kerbs at the junction of Kirkwood Close with Kilmaine Close;
- A contribution of £10,000 for additional parking restrictions in the surrounding area.
- A potential contribution of £50,000 for Travel Plan management and monitoring
- Travel Plan as a condition

5.31 **Environmental Agency – No objection**

5.32 No comment to make on the application.

5.33 **Health and Safety Executive – No objection**

5.34 From the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

5.35 **Lead Local Flood Authority –No objection**

5.36 Original Comments 14.11.2023

5.37 We object to the grant of the planning permission for the reasons of hydraulic calculations, pumping, water quality and existing surface water network.

5.38 Comments on Additional Information 29.02.2024

5.39 The above documents demonstrate that surface water from the proposed development can be managed through the use of blue roofs, permeable paving and an attenuation tank, restricting surface water discharge to 22l/s for the 1 in 100-year storm + 40%CC. The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment. Blue and green roofs also provide biodiversity benefits. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual. Request conditions.

5.40 **Urban Design – No objection**

5.41 Original Comments 21.12.2023

- 5.42 Urban design officers have engaged with the applicant team as part of an extensive pre-application process. Officers have been involved in the selection and assessment of views for the TVIA. The scheme has also been reviewed by the independent Greater Cambridge Design Review Panel. I am satisfied that the urban design comments made during this process have been incorporated into the final design. Urban design agrees with the landscape officer's comments in relation to the TVIA methodology and the conclusions drawn.
- 5.43 The main improvements include:
- 5.44 Reducing the scale and massing of the building to ensure it does not compete with the potential landmark building which sits on the opposite side of Kings Hedge's Road within the North-East Cambridge masterplan.
- 5.45 Reducing the plinth height to 450mm to ensure that the building frontage is better integrated with the public realm along King's Hedge's Road and improving visibility and accessibility for pedestrians and cyclists.
- 5.46 Improving the layout of planters and visitor cycle spaces and landscaping treatment to the frontage to create more defined places to sit.
- 5.47 Improving the landscaping and layout to the rear to ensure servicing arrangements do not overly detract from the elevation and public realm in this area.
- 5.48 Changes to the design of the cycle ramp, including lighting and the location of entry barrier to improve safety for cyclists.
- 5.49 The inclusion of a terrace and amenity space on the roof for the wellbeing of building users.
- 5.50 Comments on Additional Information 08.01.2024
- 5.51 No objection - The additional information requested in my previous comments (21/12/23) has now been submitted and urban design can support the application subject to the conditions.
- 5.52 **Landscape Officer –No Objection**
- 5.53 Original Comments 05.12.2023

- 5.54 The proposals have benefited from a successful collaborative pre-application process with the Landscape team and responded positively when changes were needed. As a result, the final design and strategies are acceptable in landscape terms.
- 5.55 Through an iterative LVA process, views from locations agreed with the LPA as representative of visual receptors were used to create appropriate height, mass, setback and material proposals.
- 5.56 The orientation of the building causes the site frontage, where the majority of the dwelling landscape is placed to be shady in the afternoons. As a result, a rooftop terrace has also been provided as a quality amenity space for the users of the building.
- 5.57 The landscape provision creates an attractive and useable buffer between the busy Kings Hedges Road/Guided Busway and the front of the building and provides publicly accessible seating areas and planting.
- 5.58 Most of the podium and rooftop planting will be presented in large permanent planters which will include irrigation to ensure establishment and longevity. The water for the irrigation will be integrated with the site wide rainwater attenuation and harvesting system.
- 5.59 The photomontages shown in the TVIA show the progression of visibility through a series of kinetic viewpoints which were a very useful way of indicating the change in visibility as one moved along Kings Hedges Road in both directions. While not a standard visualisation technique they were a very helpful addition to the TVIA and each image was compliant with GLVIA3 methodologies and showed the views both in summer and winter.
- 5.60 The tables on pages 23 and 24 of the TVIA provide a summary of the impacts of the development on the various receptors in the area. Landscape disagrees that the impacts on OS01 will result in a beneficial outcome but rather a Moderate Adverse one. Not all impacts will be beneficial in terms of visual impact. Whilst we agree with many of the beneficial findings we do feel that a slight level of harm is caused by the scale and mass in some views, but they are in a minority and occurring in a setting which can withstand the levels of change and impact.
- 5.61 To summarise, Landscape is happy to support the development with conditions as listed above.
- 5.62 Comments on Additional Information 28.02.2024

5.63 No objection to the additional information. Landscape is happy to support the changes brought about by the change to the highway boundary and setback.

5.64 **Ecology Officer – No Objection**

5.65 Content with survey effort and baseline BNG assessment for this previously developed site. Content with assumptions made on created habitat condition to info BNG Plan. Suggested conditions to be included.

5.66 **National Highways – No objection**

5.67 No objection

5.68 **Natural England – No objection**

5.69 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

5.70 **Ministry of Defence – No objection**

5.71 I can confirm that, following review of the application documents, the proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.

5.72 **Sustainability Officer – No objection**

The overall approach to sustainability is welcomed. A range of measures and targets for the scheme have been proposed, including:

- The integration of external shading into the façade design, with the use of fins alongside the use of low g-value glazing.
- Proposals to clad the external walls in fibre cement cladding panels with which are referred to as having cradle to cradle recyclability.
- Enhanced landscaping around the building and the use of a green roof. Note that I will leave detailed comments on the landscaping strategy to landscape colleagues.
- Targeting a BREEAM outstanding rating with a score of 93.04% using a Shell and Core assessment. This represents an improvement on the requirements of policy which is to be welcomed.

- Achievement of all 5 Wat01 credits and indeed all 9 water credits available in BREEAM. This includes Wat04 which relates to process water loads and delivering a meaningful reduction in these loads. Water recycling is to be incorporated with a number of options currently being considered. A water plant room is shown on the basement floor plan along with the location of the SuDS tank. Given the extent of water stress facing the area, bespoke condition wording related to the submission of a final water efficiency specification to achieve the required 5 Wat01 credits is recommended above.
- Achievement of the WELL Gold standard, WiredScore Gold and an ActiveScore of Gold (with aspirations for platinum for all 3).
- A functional adaptability study has been carried out to ensure that the building is adaptable to other uses.
- With regards to energy and carbon reduction, the scheme has been designed following the energy hierarchy. From an energy efficiency perspective, the scheme has been designed using LETI fabric u-values and g-values, includes the use of mechanical ventilation with heat recovery (MVHR) and uses LED lighting throughout. A 15% reduction in emissions from energy efficiency measures
- Air source heat pumps and around 124 m<sup>2</sup> of photovoltaic panels are also specified and achieve a further 14% reduction in carbon emissions. Overall, a 29% reduction in carbon emissions beyond the Part L 2021 compliant baseline is predicted (from 24 tCO<sub>2</sub>/year to 17.1 tCO<sub>2</sub>/year). The illustrative location of the photovoltaic panels is shown on the proposed roof plan.

This approach is welcomed, and the scheme is supported from a sustainable design and construction perspective.

### 5.73 **Tree Officer – No Objection**

5.74 The removal of all trees from the site is disappointing, especially the Category B trees along Kirkwood Road that contribute significantly to public amenity. However, given the pre-app consultation with landscape officers and the positive response to green improvements on site there are no formal objections.

### 5.75 **Environmental Health –No Objection**

5.76 The development proposed is acceptable subject to the imposition of the suggested conditions and informative.

### 5.77 **S106 Officer –No Objection**

5.78 Given the scale of the proposed development on this site, it is proposed that the council requests £18,000.00 (plus indexation) towards the provision of and / or improvement to the enhancement of the Informal Open Space facility (improvement to the lighting) at Nuns Way Recreation Ground, Cambridge.

**5.79 Disability Panel Meeting of 4<sup>th</sup> July 2023**

5.80 It was commented that the disabled toilet on the ground floor be brought to a more obvious location and have a sliding door.

5.81 It was mentioned that, although the term 'DDA compliant' is used to indicate adherence to the standards of the Disability Discrimination Act (2005), the Disability Discrimination Act was replaced by the Equalities Act (2010). It was suggested that seating arms be used to help people to stand up and that the seating be of varied heights with room for a wheelchair alongside. The presenters mentioned that the lifts are not evacuation lifts and that there are refuge points in the stairwells. The working spaces are currently speculative (they will be built as a kind of shell and the tenants will fit them out). In response to a query by the Chair, it was confirmed that there are between 55 – 60 car parking spaces and that, in terms of the cycle parking, there is a charging point for a mobility scooter. The Chair commented that there have been some 'hybrid' designs for the changing room of a toilet to also be used as a changing places toilet and he offered to send the presenters some appropriate links. He also mentioned that he would urge such facilities to be available for use by able bodied members of staff. The Chair concluded the meeting by thanking the presenters for the quality of the presentation.

**5.82 Design Review Panel Meeting 27<sup>th</sup> of October 2022**

5.83 The Panel supports the objective of the Columbia Threadneedle (CT) brief for this site, of providing and retaining an exemplar building that will be fit for purpose in 25 to 50 years' time. Noting that a full planning application reflecting pre-application and design review feedback is intended to be submitted by Christmas 2022, and that application material is being put together now by the design team, the Panel's fundamental recommendation is that specific sustainability targets should be embedded in its evolving design. If as landowner, CT wants other developers to look at this building and seek to emulate it, there are other specific design elements that the Panel also recommends for review. Priorities include: investigating the potential to remove the proposed podium altogether, so as to achieve the fullest possible integration of new public realm with the existing streetscape; treating the current rooftop elements as an additional, albeit set back floor; and exploring the scope to provide additional landscaping to the south of the building.

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

**6.0 Third Party Representations**

6.1 One representation in objection has cited the following reasons:

- Plans provided online state that environmental travel will be encouraged. While commendable, there will inevitably be some travel by road.
- The plans do not show how much parking will be provided, while detailing that which will be lost.
- Since parking is already a problem in the area, can the parking provision be clarified for this development.

6.2 Three representations in support have raised cited the following reasons:

- The plans from Columbia Threadneedle Investments would redevelop this underutilised site and deliver leading laboratory workspaces to address the current floorspace shortage.
- The proposed development positively contributes to the local economy which is tailored towards life sciences and enhances the existing cluster of life science facilities in Cambridge.
- The proposals are highly sustainable and will contribute a significant biodiversity net gain, using low-carbon materials throughout the design.
- . Whilst using innovative solutions to harvest rainwater and ensure that the building is fully accessible with changing places facilities for those with disabilities within the local community.

## **7.0 Member Representations**

7.1 No member comments.

7.2 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.

## **8.0 Assessment**

### **8.1 Principle of Development**

8.2 This application seeks planning permission for the Demolition of existing buildings and structures, and erection of building (Class E(g)i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.

8.3 There are several other local and national policies that have relevance to the principle of development.

8.4 At a national level, chapter 6 of the National Planning Policy Framework (NPPF 2023) deals with building a strong, competitive economy.

8.5 Paragraph 85 of the NPPF 2023 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and



adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

- 8.6 Paragraph 87 of the NPPF 2023 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 8.7 Paragraph 124 of the NPPF 2023 states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 8.8 The application site is located within the development framework boundary of Cambridge City.
- 8.9 Policy 2 of the Local Plan states the strategy will be to support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities. Proposals that help reinforce the existing high technology and research cluster of Cambridge will be supported.
- 8.10 Policy 40 of the Local Plan states new offices, research and development and research facilities are encouraged to come forward and will be considered on their merits and alongside the policies in Section Three of the plan.
- 8.11 The site is located within Brookmount Court, which is designated as a Protected Industrial Area as identified on the Policies Map and Policy 41 of the Local Plan 2018.
- 8.12 Policy 41 of the Local Plan states that within protected industrial sites as identified on the Policies Map, development (including change of use) that would result in the loss of floorspace or land within use class B or sui generis research institutes will not be permitted unless:

- a. the loss of floorspace would facilitate the redevelopment and continuation of employment uses (within B1(c), B2 or B8 use class) on the site and the proposed redevelopment will modernise buildings that are out of date and do not meet business needs;
- or b. the site has been realistically marketed for a period of 12 months for employment uses (within B1(c), B2 or B8 use class), including the option for potential modernisation for employment uses (in use class B1(c), B2 or B8) and no future occupiers have been found, in which case other employment uses will be considered. If other employment uses do not prove possible, then other uses will be considered, subject to their compatibility with surrounding uses.
- 8.13 The existing buildings on site have been in use as offices (class E) and a driving test centre for the DVSA (Sui Generis). The applicant has submitted a marketing evidence statement. The site has been extensively marketed from 2016-2018 at ½ vacant and then from 2018-present at ¾ vacant. The applicant has submitted evidence to demonstrate that the space was actively marketing but the quality of the space does not match the occupiers demands. The Marketing Statement confirmed that the site has been extensively and actively marketed over 8 years by multiple agents, with only one letting being secured the Driving Test Centre. The owner has been unable to attract an office tenant to the site since 2018. Although there is a high demand for employment floor area within Cambridge due to the poor efficiency, size and outdated nature of the existing buildings there is a significant lack of interests of tenants for the existing uses of the building. The proposal would lead to an increase of approx. 7,000 sqm in total employment floorspace.
- 8.14 It is therefore considered in this case that the demolition of the existing three buildings on site is acceptable in principle. The existing buildings are not considered to be fit for purposes and this has been demonstrated by extensive marketing and shown with the existing buildings being ¾ vacant. The proposal would lead to a large increase of floor area and will replace the outdated buildings with a more sustainable, high-quality, life science (Research and Development) building.
- 8.15 There is no in-principal objection to the proposed development, which would accord with Policies 2, 40 and 41 of the Local Plan 2018 and the NPPF 2023 as noted above.
- 8.16 **Skyline of Cambridge**
- 8.17 Policy 60 of the Cambridge Local Plan (2018) aims to protect the existing skyline of Cambridge and sets out a number of criteria which need to be accorded with. Further guidance on how applicants should address each of these criteria is set

out within Appendix F of the Local Plan. The supporting text of Policy 60 states that in developing any proposals for tall buildings, developers should make reference to Appendix F of the plan, which provides a more detailed explanation of the required approach, methodology and assessment to developing and considering tall buildings in Cambridge.

- 8.18 Paragraph F.10(ii) of the Local Plan states that '*within the suburbs, buildings of four storeys and above (assuming a flat roof with no rooftop plant and a height of 13m above ground level) will automatically trigger the need to address the criteria set out within the guidance.*' The current application would trigger these thresholds and therefore Policy 60 is engaged.
- 8.19 The site is located outside of the historic core, as illustrated by Figure F.1 of Appendix F of the Local Plan. The site is a brownfield employment site, consisting of three 1980s buildings previously in use as offices, together with a driving test centre (sui generis) the existing buildings are two storeys in height. Existing units C and D are liner buildings with Units A and B being in a H shape. The immediate land uses around the site includes light and industrial and retail associated within the surrounding employment area, mostly two storey warehouses with associated car parking. To the north-west is Cambridge Regional College and Cambridge Science Park, these buildings mostly range between two and three storeys in height. Beyond to the east are residential properties mostly located in two storeys in height. While the area to the north and east of the site has been identified for redevelopment. The redevelopment is supported by the Draft North East Cambridge Area Action Plan (Draft NEC AAP), published November 2021. The Draft sets of principles to guide development to allocated areas, including height and storeys of development. The area located opposite the site is allocated as landmark building with up to 8 storeys and 25 meters in height. The remaining land opposite is allocated for typically maximum 3-6 storeys.
- 8.20 Paragraphs F.20 and F.21 of the Local Plan list a number of sites which are classified as 'Long to Medium distance views towards Cambridge' and 'Local to short distance views.' Applications for tall buildings should carefully consider other local views on key approach roads. Ultimately, applicants need to submit a document that addresses all of the assessment criteria within Appendix F. The proposal is for a for a new tall building. Therefore, the assessment needs to follow the guidance set out within Appendix F.
- 8.21 This application has been the subject of a Greater Cambridge Design Review Panel, a Disability Consultative Panel and extensive pre application discussions with officers.
- 8.22 Criterion a) of Policy 60: Location, Setting and Context

- 8.23 Paragraph F.29 states that the relationship of the proposed building, or buildings, to the surrounding context needs to be carefully examined. It lists a number of features which need to be assessed as part of a townscape, landscape and urban design appraisal.
- 8.24 The applicant has submitted a Townscape and Visual Impact Assessment (TVIA) prepared by Neaves Urbanism dated October 2023. The TVIA includes both winter and summer analysis. A series of representative views from publicly accessibility locations are provided within Figure 4.1 to 4.8 of the TVIA to assist an understanding of existing visibility, these locations are also illustrated in Figure 5 of the TVIA.
- 8.25 The TVIA illustrates that the 'strategic viewpoints' as shown within Figure F.3 of Appendix F of the Local Plan have been assessed. Strategic viewpoint 12 (view from the junction of the A10 and A14) is located to the northeast of the site just over a kilometre away. Representative view 1 of the TVIA has been taken from a viewpoint at this junction and shown in Appendix A and Appendix D of the TVIA. The proposed development is not visible from this view due to the intervening built form of the Cambridge Science Park.
- 8.26 Strategic viewpoints 4 to 9 (Coton footpath, Granchester meadows, bridge over the M11 near Trumpington, Little Tree Hill the Gogs and Lime Kiln Road) are long distance views from the west and south of the site. The TVIA confirmed that limited glimpsed views may be gained to the upper floor of the building in winter months. However, the building is not tall enough to be discernible from any other of the city greyness and would be read in conjunction with the existing built form associated with the Cambridge Science Park buildings.
- 8.27 Urban design officers have engaged with the applicant team as part of an extensive pre-application process. Officers have been involved in the selection and assessment of views for the TVIA during the pre app process and other Strategic Viewpoints were tested. However, these were not visible and therefore not included. The scheme has also been reviewed by the Independent Greater Cambridge Design Review Panel. As such, it is considered that the proposal would not result in visual harm upon the skyline of Cambridge when viewed from the 'strategic viewpoints' as shown in Figure F.3 of Appendix F.
- 8.28 The proposal is more visible from short-medium views. The TVIA contains photomontages to show the change of visibility through a series of kinetic viewpoints, the location of the viewpoints can be seen within Figure 5 of the TVIA. The photomontages show views in both the summer and winter and show visuals for the area's allocated within the Draft NEC APP Masterplan and the proposed landmark building. Visual receptors were also located at these viewpoints.

- 8.29 Viewpoints 2a, 2b, 2c are located along Kings Hedges Road to the southeast of the site. The photomontages provided for these views shows approaching the building in the context of two storey residential buildings. The views show that the proposal would in keep with the surrounding townscape noting that the proposed development is set back from the street scene providing a positive active frontage to Kings Hedges Road. Views of the upper floor would be present at some points higher than the exiting residential properties. However, some of the views would be concealed by existing vegetation. Further, the landmark building would be retained as the more prominent feature in this setting.
- 8.30 Viewpoints 3a, 3b, 3c are located along Kings Hedges Road to the northeast of the site. The photomontages provided for these views shows approaching the building in the context of the nearby residential properties and the Travis Perkins buildings. When traveling along Kings Hedges Road the upper storeys of the proposal becomes more prominent over the ridge height of the Travis Perkins building. Although the building does become more prominent the active frontage and building being located set back frontage provides an area of the public realm that enhances the townscape.
- 8.31 Viewpoints 4 and 5 and located within the surrounding residential properties to the southwest of the site, Armitage Way and Amwell Road. The photomontages demonstrate that there would be glimpsed views of the top of the proposed building in the winter months behind the intervening vegetation and built form. These views are not considered to materially alter the townscape due to more minor views.
- 8.32 Viewpoint 6 has been taken from a footpath within Nuns Way Park, close to the residential properties that frame the south-west boundary of the park. The photomontages show that the upper floors of the proposed building would be visible particularly in winter months behind the existing treeline within the park. The Landscape Officer commented that the impacts of this view will not result in a beneficial outcome but a rather a moderate adverse one due to the scale and massing. However, the Landscape Officer then stated that this is occurring within a setting which can withstand the level of change noting the building will be viewed in the context of the Draft NEC APP masterplan. Further, the building has been well designed with the façade fins to help blend into the context of the mature trees.
- 8.33 Viewpoints 7 and 8 are taken to the southeast of the site. There are some limited views of the proposal in the winter from however, these views relatively minor.
- 8.34 Viewpoint 9 is located at St Kilda Avenue so the southeast of the site shows that there would be views of the upper floor of the proposal located above the two

storey residential properties and a three-storey flat block. These views are not considered to be overly prominent or out of context.

- 8.35 Viewpoint 10 is taken from the north of the application site taken from the Cambridge Science Park from a combined footpath/cycleway. These views are the most prominent within the townscape as are taken in front of the building. Although there is some screening by vegetation, the proposed building scale and mass is largely noticeable within the townscape. The glazing of the building is broken up by the external vertical fins, which extends to the top of the building's shoulders. Further, the landmark building would screen the western side of the proposed building. The large scale and massing of the proposal is noticeable and will lead to some slight level of harm however, the location of the building is within an area that can withstand the level of change.
- 8.36 Viewpoint 11 is taken from outside Cambridge College, along the western pavement of Kings Hedges Drive. The proposed development would be seen taller in context than the existing Travis Perkins Building. Although the building is taller it is considered that does create an improving feature upon the skyline and the building does not out of character with the context.
- 8.37 The TVIA also contains VU.City model shot locations shown at approx. 500 meters or so away from the application site. Shot locations A, B, C, E and F confirm the proposed building cannot be seen from these locations due to screening by existing building or vegetation. Location D confirms there would be some minor glimpses from the rooftops above the vegetation. Overall, these the proposal will not be harmful in the more medium length views.
- 8.38 Through the TVIA process the visual receptors tested in order to create the proposal appropriate in terms of height, mass, setback and material. The tables on pages 23 and 24 of the TVIA provide a summary of the impacts on the development on the visual receptors. The table concludes that the proposal would lead to either moderate and beneficial effects and minor beneficial effects. Whilst officers agree with many of the beneficial findings, we do feel that there is a slight level of harm caused by the scale and mass in some of the more prominent views. However, there are in the minority and occurring in a setting which can withstand the level of change and impact.
- 8.39 In summary, the site cannot be seen from the longer strategic views. In the more medium length views of approx. 500 meters or so the site either cannot be seen and if so, just glimpses from the rooftops above the vegetation. Some of the more shorter-term views do lead to substantial changes at some points such as the view from the Cambridge Science Park, however, the site is located within an area that can withstand the level of change and impact. The submitted TVIA and accompanying photomontages clearly sets out the implications of the proposal in

respect to the local context of the area, and demonstrates the impact which would result, as directed by criterion a) of Policy 60

8.40 Criterion b) of Policy 60: Impact upon the historic environment

8.41 The application site does not fall within or near any listed buildings or conservation area. Therefore, due to separation by distance the proposal will not lead to any material harm upon any historic environments. The proposal is therefore in accordance with criteria b) of Policy 60 of the Local Plan.

8.42 Criterion c) of Policy 60: Scale, Massing and Architectural Quality

8.43 Paragraph F.40 of Appendix F states that proposal should demonstrate through drawings, sections, models, computer-generated images (CGIs) etc., the design rationale of the building and how the form, materials and silhouette of the building will deliver a high-quality addition to the city which will respond positively to the local context and skyline.

8.44 In addition to the TVIA, the applicant has submitted a Design and Access Statement (DAS) prepared by The Fairhurst Design Group dated October 2023. This document outlines the rationale behind the architectural qualities and design approach for the proposal.

8.45 The proposed single building is of a fair-sized scale and massing. The building would be constructed of four storeys in height with a ground floor basement area for car and cycle parking and on the roof top area which would consist of plant machinery, PV panels, a function room, lifts, and roof terrace. The total width of the front northern elevation measures 77.0 meters, the total height of the upper roof measures 22.0 metres, the fourth-floor height measures 17.4 meters and the depth is 22.8 meters. To the front of the building towards Kings Hedges Road consists of an entrance terrace, podium and soft landscaping areas. To the rear lies a service yard and including a ramp down to the basement and soft landscaping areas.

8.46 The proposed development is for a single building of a larger scale and massing than the existing buildings. However, this must be taken into consideration with the surrounding context. To the northeast of the site across Kings Hedges Road and within the AAP area is the general location for a 'Local Landmark Building' in the draft Northeast Cambridge AAP. This is indicated to up to 25 meters in height. Although the Local Landmark Building is only in draft form the proposal is considered to appear subservient and appropriate in height and context.

- 8.47 The proposed building is set back from the front adjacent highway by 11.8 meters. This allows for a landscaping, podium and outdoor seating to be located in front of proposed building. Further, by the building being set back from the adjacent highway prevents an overly imposing effect upon the street scene and wider townscape. The rooftop plant and function room being also set back from the northern edge, reducing the visual prominence along King Hedges Road. The building is of an attractive high-quality design. The glazing around the building is broken up by the vertical fins and the colour of the fins of the building façade reflects the mature tree cover present around the landscape and helps to blend the building within the context. In terms of massing, the proposed building has been designed to have a long and low façade.
- 8.48 The information provided in respect to criterion c) is acceptable given the scale and massing of the building in relation to the context of the site. The application has successfully demonstrated that the proposal would provide a development of high architectural quality and an acceptable scale and massing. As such, the proposal is in accordance with criterion c) of policy 60.
- 8.49 Criterion d) of Policy 60: Amenity and Microclimate
- 8.50 Criterion d) requests tall buildings to respect the amenities of neighbouring properties, in regards to overlooking, overshadowing and overbearing impacts. These matters will be discussed in further detail under the below section 'Amenity'.
- 8.51 Criterion e) of Policy 60: Public Realm
- 8.52 The design of space around buildings is crucial in the creation of a good public realm. Tall buildings need to be sensitively located so that they relate well to the space around them.
- 8.53 The proposal will lead to considerable improvements to the public realm. Landscaping will be situated on three sides of the building that are all visible by the public realm. The landscaping to the front by Kings Hedges Road will create a high-quality space, informal meeting space and outdoor seating that can be used by pedestrians.
- 8.54 The servicing and delivery and vehicle access via Kilmaine Close has been designed with landscaping to enhance the public realm and to make visually a high quality of design. The side of the building facing Kirkwood Road is set back from the road with a designated cycle ramp which is also accompanied with soft landscaping planting.



- 8.55 During the pre app discussion officers requested to reduce the height of the podium to 450mm to ensure that the buildings frontage is better integrated with the public realm along King's Hedges Road and improving visibility and accessibility for pedestrians and cycling. This revisions accords with the comments made by the Design Review Panel.
- 8.56 In summary, the information has been provided in order that the proposal will lead to enhancements to the public realm in this instance and is in accordance with criterion e) of Policy 60.
- 8.57 Conclusion
- 8.58 In conclusion, the application contains a sufficient level of information within the TVIA and supplementary photomontages and DAS, which successfully demonstrates that the proposed roof extension would not significantly intrude the skyline of Cambridge and would in fact be an enhancement. The proposal is therefore in accordance with Policy 60 and the guidance as set out within Appendix F of the Cambridge Local Plan 2018.
- 8.59 **Design, Layout, Scale and Landscaping**
- 8.60 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.
- 8.61 These policies build upon the principles outlined within the above section in respect of Policy 60.
- 8.62 The proposals scale, design and massing are suitable within the context, as explained above. The layout consists of a basement level including car parking cycle parking and a lift. The ground floor includes an entrance terrace, reception, two units, a service yard and ramp to car park to basement to the rear. A first, second and third floor level each comprising of two units and a rooftop with a biodiversity green roof, roof terrace, function rooms and MEP plant spaces. The internal layout has been designed to accommodate a range of possible Life Sciences needs and occupiers. Emergency access staircases are provided in the western and eastern ends of each floor. The proposed layout is acceptable.
- 8.63 Landscaping

- 8.64 The proposal has an entrance terrace podium and landscaping located in front of the building. Landscaping has also been introduced to the rear of the building around the service yard and ramp to the basement. Further, a rooftop terrace with additional landscaping has been provided as an additional quality amenity space for the users of the building.
- 8.65 The front facing landscaped podium and terrace at ground floor level creates an attractive and useable buffer between the busy Kings Hedges Road/Guided Busway and the front of the building and provides publicly accessible seating areas and planting. This is an improvement to the public realm as will lead to an improvement in the overall character and will also provide a functional amenity space. Most of the podium and roof planting will be presented in large permanent planters which will include irrigation to ensure establishment and longevity. The water for the irrigation will be integrated within the site's rainwater attenuation and harvesting system.
- 8.66 The proposal has benefited from a successful collaborative pre-application process with the Landscape Officer and responded positively when changes were needed.
- 8.67 As a result, the final design and strategies are acceptable as confirmed with a no objection from the Landscape Officer. The Landscape Officer suggested conditions of Hard and Soft Landscaping, Tree Pits and Biodiverse Roofs, which is reasonable in this instance.
- 8.68 Materials
- 8.69 The entrance terrace is stated to have grey colour walls and paving, external walls will be constructed with fibre cement cladding panels, glazing areas are minimised with no more than 40% of the building's envelope will be glazed and architectural fins will be constructed PPC aluminium. The Urban Design Officer requested that conditions should be applied for additional information on the materials, these will be applied.
- 8.70 Design Review Panel
- 8.71 The proposal went before the Greater Cambridge Design Review Panel on the 27<sup>th</sup> of October 2022. The panel confirmed support for the objective of the scheme. The Design Review Panel suggested priorities that included the removal of the proposal podium so as to achieve the fullest possible integration of the new public realm, treating the current rooftop as an additional, albeit set back floor area exploring the scope to provide additional landscaping to the south of the building.

- 8.72 The podium has been significantly lowered to 450mm which then ensures that the building frontage is better integrated with the public realm along King's Hedge's Road and improving visibility and accessibility for pedestrians and cyclists. Further, improvements have been made to the layout of the planters along the front terrace and visitor cycle spaces and landscaping treatment to the frontage to create a more defined place to sit and enjoy. A rooftop terrace has also been provided as an additional quality amenity space for the users of the building set back from the front facing area. Additional landscaping has been provided to the south of the building around the service yard improving the quality of the public realm.
- 8.73 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.
- 8.74 **Trees**
- 8.75 Policy 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. 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 8.76 The application site is not located within any Tree Preservation Orders (TPOs) nor are any of the tree's protected by virtue by being located within a conservation area. The application is accompanied by a Tree Survey and Arboricultural Impact Assessment dated October 2023.
- 8.77 The Council's Tree Officer has advised that the removal of all trees from the site is disappointing, especially the Category B trees along Kirkwood Road that contribute significantly to public amenity. However, given the pre-app consultation with landscape officers and the positive response to green improvements on site there are no formal objections.
- 8.78 The proposal would lead to removal of four trees set facing along Kirkwood Road and two trees in the site for the ramp down to the basement. Four of these trees are identified as being Category C (low value), one tree is identified as Category B (moderate value) and one is identified as Category U (unretainable).
- 8.79 Consequently, the removal of these trees is considered to cause some minor harm end of harm to the character. Although this is regrettable this must be balanced by the significant landscape improvements, biodiversity net gain, public realm and ecological enhancements that the proposal will bring to the area. It

should also be noted that the four front facing trees facing on to Kings Hedges Road will remain and conditions of tree protection measures and arboricultural accordance with the method statement will be applied to ensure that these trees are protected retained.

8.80 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

**8.81 Carbon Reduction and Sustainable Design**

8.82 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.

8.83 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.

8.84 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.

8.85 The application is supported by a Design and Access Statement, BREEAM Pre Assessment, Sustainability Statement and an Energy and Carbon Reduction Statement.

8.86 The overall approach sustainability is supportable. A range of measures and targets for the scheme have been proposed including:

- Proposals to clad the external walls in fibre cement cladding panels with which are referred to as having cradle to cradle recyclability.
- The integration of external shading into the façade design, with the use of fins alongside the use of low g-value glazing.
- Enhanced landscaping around the building and the use of a green roof.

- Targeting a BREEAM outstanding rating with a score of 93.04% using a Shell and Core assessment. This represents an improvement on the requirements of policy which is to be welcomed.
- Achievement of all 5 Wat01 credits and indeed all 9 water credits available in BREEAM. This includes Wat04 which relates to process water loads and delivering a meaningful reduction in these loads. Water recycling is to be incorporated with a number of options currently being considered. A water plant room is shown on the basement floor plan along with the location of the SuDS tank. Given the extent of water stress facing the area, bespoke condition wording related to the submission of a final water efficiency specification to achieve the required 5 Wat01 credits is recommended above.
- Achievement of the WELL Gold standard, WiredScore Gold and an ActiveScore of Gold (with aspirations for platinum for all 3).
- A functional adaptability study has been carried out to ensure that the building is adaptable to other uses.
- With regards to energy and carbon reduction, the scheme has been designed following the energy hierarchy. From an energy efficiency perspective, the scheme has been designed using LETI fabric u-values and g-values, includes the use of mechanical ventilation with heat recovery (MVHR) and uses LED lighting throughout. A 15% reduction in emissions from energy efficiency measures
- Air source heat pumps and around 124 m<sup>2</sup> of photovoltaic panels are also specified and achieve a further 14% reduction in carbon emissions. Overall, a 29% reduction in carbon emissions beyond the Part L 2021 compliant baseline is predicted (from 24 tCO<sub>2</sub>/year to 17.1 tCO<sub>2</sub>/year). The illustrative location of the photovoltaic panels is shown on the proposed roof plan.

8.87 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal stating the approach is welcome, and the scheme is supported from sustainable design and construction perspective. The Sustainability Officer suggested conditions of BREEAM Design Stage Certification, BREEAM Post Construction Certification which is considered to be acceptable in this instance. Additionally, officers have suggested a water-in-use condition and the materials condition to include consideration of the Urban Heat Island effect.

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

#### 8.89 **Water Management and Environmental Impacts**

8.90 Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 Regulation 33 places a statutory duty on public bodies, including district councils, to have regard to the river basin management plan for that district.

- 8.91 Paragraph 20 of the NPPF sets out that that strategic policies should, amongst other things, set out a strategy for and make sufficient provision of infrastructure for water supply, for the conservation and enhancement of the natural environment, and climate change mitigation and adaptation.
- 8.92 Paragraph 159 of the NPPF sets out that plans should take a proactive approach to climate change mitigation and adaptation, accounting for long-term implications to, amongst other things, water supply and biodiversity.
- 8.93 Paragraph 180 of the NPPF sets out that policies and decisions should contribute to and enhance the natural and local environment and that “development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.”
- 8.94 The Planning Practice Guidance (PPG) also contains a section on water supply, wastewater, and water quality. This highlights that the Water Environment Regulations 2017 set out requirements to, amongst other things, protect, enhance and restore water bodies to ‘good’ status (NPPG, 34-001-20161116).
- 8.95 The PPG goes on to describe how water supply should be considered through the planning application process, setting out that water supply should normally be addressed through strategic policies, but that there are exceptions that may require water supply to be considered through the planning application process, including whether a plan requires enhanced water efficiency in new developments (NPPG, 34-016- 20140306). Cambridge LP 2018 policies 28 and 31 provide for the water efficiency related exception allowing for water supply to be considered.
- 8.96 More generally, and whilst not forming part of a consultation response to this application, the EA have set out that reductions in water use and increases in supply are required to mitigate the risk to water bodies and ensure abstraction is at a sustainable level. Cambridge Water’s draft Water Resource Management Plan (dWRMP24) is intended to ensure there is a sustainable supply of potable water to meet existing and planned demand, however the EA have significant unresolved concerns about the ability of Cambridge Water to achieve this. These set out that the risk of deterioration to water bodies is most acute in the period 2025-2032, where Cambridge Water rely on demand management options.
- 8.97 Noting the Governments recent establishment of a Water Scarcity Group, the EA’s response to the revised dWRMP24 makes clear that although there is now a significant focus at a national level to resolve Cambridge’s water scarcity issues and the associated risk of deterioration, at this point in time, a satisfactory suite of measures required to overcome the EA’s and Natural England objections to the dWRMP24 have not been confirmed.

- 8.98 In this case, and given the scale of the development (7,175m<sup>2</sup> of Life Sciences and a total increase of 9,920m<sup>2</sup>), the applicant has provided supporting information which demonstrates that the increased pressure on water resources would be very low. The impacts can be minimised with planning conditions which are based upon a water strategy / water cycle study. It is notable that the EA have not objected to the application.
- 8.99 The proposal seeks achievement of all 5 Wat01 credits and indeed all 9 water credits available in BREEAM. This includes Wat04 which relates to process water loads and delivering a meaningful reduction in these loads. Water recycling is to be incorporated with a number of options currently being considered. A water plant room is shown on the basement floor plan along with the location of the SuDS tank. The site will meet the requirements for Policy 28 of the Cambridge Local Plan, with full credits achieved for Wat 01 (Water Consumption), demonstrating a 55% improvement in water consumption.
- 8.100 The Council's Sustainability Officer has raised no objection to the application subject to a suite of compliance conditions ensuring the water efficiency measures are implemented. The impacts can be minimised with planning conditions which are based upon a water strategy / water cycle study. It is notable that the EA have not objected to the application.
- 8.101 The application will result in a very small increase in water demand which will cumulatively add to the strain on water resources and the environment more generally, however, officers are of the view that the applicants have, within their control, appropriately addressed the issue of water demand and sought to minimise the environmental impacts of their scheme. Overall, accepting that there will be some very limited harm arising from additional strain on water resources, this matter is for Committee in exercising their planning judgement when weighing in the balance the planning benefits of the scheme that would arise. Officers' view is that the planning balance in this regard is favourable, in consideration of the requirements and the extent of the scheme's compliance with policies 28, 31 and 70, the Greater Cambridge Sustainable Design and Construction SPD 2020 and NPPF and NPPG advice as set out above.

#### 8.102 **Biodiversity**

- 8.103 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.

- 8.104 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by an Ecological Appraisal and a Biodiversity Net Gain Report.
- 8.105 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal. The Ecological Officer stated that they were content with survey effort and baseline Biodiversity Net Gain (BNG) plan. The proposed landscaping including green roof provides a potential BNG in excess of the mandatory 10% BNG requirement. The submitted report states that given the limited extent of biodiversity value the site currently holds the proposal would lead to a BNG increase of 68.9%. The detailed delivery, final BNG percentage and monitoring can be secured via the standard BNG condition.
- 8.106 The Ecological Officer then requested that the proposed species-specific enhancements are captured within the standard bird and bat box condition to detail number, locations and specification, with reference to Biodiversity SPD, this condition is considered to be reasonable.
- 8.107 The Ecological Officer stated that proposed S106 contribution for lighting improvements on Nuns Way Recreation ground. This is supported but provided the new lighting scheme seeks to reduce existing lux levels onto path boundary vegetation and trees within the park that provide foraging and commuting corridors for local bat species. This is noted, when drafting the s106 it will be noted that the lighting installed should be ecological sensitive.
- 8.108 Natural England confirmed a no objection and stated that based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
- 8.109 In consultation with the Council's Ecology Officer, subject to an appropriate conditions, 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).
- 8.110 **Water Management and Flood Risk**
- 8.111 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.



- 8.112 The application site is located within flood zone 1 (low risk). There is however, surface water flooding shown on the boundaries of the site to the north Kings Hedges Road and the west Kilmaine Close.
- 8.113 The applicants have submitted the following documents in relation to Water Management and Flood Risk;
- Flood Risk Assessment, Delta-Simons, Dated: October 2023
  - Sustainable Urban Drainage Systems Strategy Part 1, Heyne Tillet Steel, Rev: 2, Dated: January 2024
  - Sustainable Urban Drainage Systems Strategy Part 2, Heyne Tillet Steel, Rev: 2, Dated: January 2024
  - Sustainable Urban Drainage Systems Strategy Part 3, Heyne Tillet Steel, Rev: 2, Dated: January 2024 Flood Risk Assessment by Delt-Simons, dated Dated: October 2023,
- 8.114 The application has been subject to formal consultation with Anglian Water, the Environment Agency and the Lead Local Flood Authority, with no objection raised to the proposed development, subject to conditions requiring details of surface water drainage.
- 8.115 The Local Lead Flood Authority (LLFA) were consulted on the proposal and confirmed a no objection in principle to the proposed development. The submitted documents demonstrate that surface water from the proposed development can be managed through the use of blue roofs, permeable paving and an attenuation tank, restricting surface water discharge to 22l/s for the 1 in 100-year storm + 40%CC. The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment. Blue and green roofs also provide biodiversity benefits.
- 8.116 In consultation with the Lead Local Flood Authority and other relevant technical consultees, officers consider it reasonable and necessary to impose a condition requiring a detailed design of the surface water drainage scheme for the site to ensure the development can be adequately drained and that there is no increase flood risk on or off site. The condition will include the requirement to provide details of maintenance/adoption of the surface water drainage system.
- 8.117 A condition requiring details of how additional surface water run-off from the site will be avoided during the construction phase is also considered necessary to ensure surface water is managed appropriately during construction.
- 8.118 In terms of foul water drainage, no objection has been raised by Anglian Water.

- 8.119 Officers consider it reasonable and necessary to impose a condition requiring the submission of a scheme for the provision and implementation of foul water drainage to reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage for the site.
- 8.120 Subject the recommended conditions, officers are satisfied that 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.
- 8.121 **Highway Safety and Transport Impacts**
- 8.122 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.
- 8.123 Para. 115 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.
- 8.124 The application is supported by a Transport Assessment, Transport Traffic Construction Management Plan, Road Safety Audit and Transport Modelling.
- 8.125 The location is very well connected to Cambridge City cycle network, with segregated cycle routes along the Cambridge Guided Busway (CGB). Links have recently been constructed to Waterbeach along the Mere Way, with future provision of the Waterbeach greenway, and cycle routes into Cambridge along Milton Road to be constructed. There are existing cycle lanes on Kings Hedges Road, as well as a network of paths and routes that connect to Arbury Road.
- 8.126 The applicant has established the trip generation for the existing building, and the proposed building to then outline the increase in trips to and from the building. The methodology is agreed with the County Council.
- 8.127 The existing buildings generate 37 two-way vehicle trips in the AM peak and 33 in the PM peak. The proposed building will generate fewer vehicle trips with 33 two-way trips in the AM peak and 23 in the PM peak. This is lower than the existing and conforms to the requirements of the Transport Position Statement.

- 8.128 The total person two-way trips are expected to be 87 in the AM peak and 60 in the PM peak. Of these in the AM peak 20 are cycles, 10 walking and 18 by bus.
- 8.129 The proposed building is adjacent to the area of the North East Cambridge (NEC) Area Action Plan (AAP). The transport infrastructure is being improved in the area, which will enable the car mode share to fall, and for additional development to come forward in a way that would enable trips to and from the area to be by non-car modes.
- 8.130 The development will increase the number of pedestrian, cycle and public transport trips to the site. The Transport Evidence Base determines that with the additional infrastructure in the area then it is possible for the additional development in the area to be bought forward.
- 8.131 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and S106 mitigation. Additional information transport and highway information was provided through the application process to overcome concerns raised.
- 8.132 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.
- 8.133 **Cycle and Car Parking Provision**
- 8.134 Cycle Parking
- 8.135 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. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 8.136 Most of the cycle parking is within the basement and is accessed via a cycle only ramp from the cycle path at the front of the building. A total of 266 cycle parking spaces are provided for the full site with 40 of these at the front of the site, which will be available for visitors and staff.

- 8.137 The cycle parking provided is in excess of the Cambridge cycle parking standards of 1 space per 30sqm, which would require 239 spaces. With a potential 179 staff in the building at any one time this allows for all staff to cycle.
- 8.138 The cycle parking is proposed to be a mixture of Sheffield stands and double stackers, with lockers, showers and changing facilities to be provided. This will help to encourage staff to cycle to and from work. A condition is applied to provide specific details of the cycle facilities prior to occupation.
- 8.139 The applicant is proposing to provide a new Toucan crossing over Kings Hedges Road. This will improve accessibility to the building and cycle parking for pedestrians and cyclists. It is noted that the crossing design has been agreed by Highways Development Management.
- 8.140 Car parking
- 8.141 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.
- 8.142 The proposal would lead to 63 car parking spaces on site within the basement. The provision of 63 car parking spaces is a reduction from the current provision of 75 parking spaces on the site, and is one car parking space per 114 sqm. This aligns with the NEC AAP policy, and restricts the mode share by car and follows the guidance of the Transport Position Statement. The car parking will be allocated to those with limited mobility and car sharing in priority.
- 8.143 The Transport Assessment details the trip rates and accumulation of use of the car park throughout the day. This shows that the car park is expected to have sufficient capacity and that there will not be any overspill parking on surrounding streets.
- 8.144 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point 1 per 1,000m<sup>2</sup> of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future. Electric Charging has been included as a condition.
- 8.145 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.
- 8.146 **Amenity**

- 8.147 Policy 35 and 55 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.
- 8.148 Further, part d of Cambridge City Local Plan Policy 60 protects against adverse amenity and microclimate outcomes stating that application should be assessed to demonstrate that there would be adequate sunlight and daylight within and around the proposed development.
- 8.149 The application is accompanied by a Daylight/Sunlight Technical Note prepared by Hollis dated October 2023.
- 8.150 The application site immediate context comprises of industrial, and retail uses to the east, west and south with the Cambridge Science Park to the north over Kings Hedges Road. The nearest residential buildings to the site are approx. 46 metres away to the east being 198a Kings Hedges Road, and circa 90 meters away to the west, comprising the house to the east of Amwell Road.
- 8.151 The Daylight/Sunlight Technical note confirmed that that the proposed development will not cause any adverse impacts on the levels of daylight and sunlight received by the nearest adjacent dwelling (198a Kings Hedges Road). The report states that the results of the test fully meet the BRE guide target criteria for all windows and rooms in the nearest residential property of 198a Kings Hedges Road.
- 8.152 The proposed upper-floor windows would be used by the life sciences, and it is not considered that given the commercial use of these there would be any impairment of neighbouring privacy in terms of overlooking.
- 8.153 Following the pre application discussions the proposal now includes a roof top terrace. Conditions are applied that the terraced is used only during working hours, a privacy screen details and no applied music to ensure the terrace will not harm the amenity of nearby properties.
- 8.154 The proposal would not lead any harm to any residential properties within the nearby locality. The proposal, therefore, meets the policy requirement of Local Plan Policy 60.
- 8.155 **Construction and Environmental Impacts**

- 8.156 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.
- 8.157 The applicant has provided an Air Quality and Odour Risk Assessment prepared by Delta-Simons dated October 2023.
- 8.158 The Council's Environmental Health team have assessed the application and confirmed the application is acceptable subject to the imposition of the conditions of noise – plant/ machinery/ equipment, operation collection and deliveries, odour and noise control: specialist equipment, EV charge point scheme, artificial lighting. Further, conditions are suggested on submission of preliminary contamination assessment, submission of site investigation report and remediation strategy, implementation of remediation, completion report, material management plan, unexpected contamination and construction management plan.
- 8.159 All of these conditions are recommended by officers to safeguard the amenities of neighbouring properties and future occupiers. An informative is recommended for the demolition/ construction noise and vibration.
- 8.160 Overall, it is considered that for the above reasons, and subject to the above conditions, the proposed development would not result in any significant noise impact, pollution or disturbance upon the amenities of the neighbouring properties. As such, the proposal is in accordance with Policy 35 of the Cambridge Local Plan 2018.
- 8.161 Summary
- 8.162 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.
- 8.163 **Third Party Representations**
- 8.164 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
<p>Plans provided online state that environmental travel will be encouraged, there will inevitably be some travel by road.</p> <p>The plans do not show how much parking will be provided, while detailing that which will be lost.</p> <p>Since parking is already a problem in the area, can the parking provision be clarified for this development.</p>	<p>The proposal would lead to 63 car parking spaces on site within the basement. The provision of 63 car parking spaces is a reduction from the current provision of 75 parking spaces on the site and is one car parking space per 114 sqm.</p> <p>The submitted Transport Assessment details the trip rates and accumulation of use of the car park throughout the day. This shows that the car park is expected to have sufficient capacity and that there will not be any overspill parking on surrounding streets.</p> <p>The development will increase the number of pedestrian, cycle and public transport trips to the site.</p> <p>The development will provide significant Transport improvements by contributions to the wider area.</p>
<p>The plans from Columbia Threadneedle Investments would redevelop this underutilised site and deliver leading laboratory workspaces to address the current floorspace shortage.</p>	<p>This is noted, the redevelopment of the site to delivery laboratory workspaces shortages and this is a benefit of the scheme.</p>
<p>The proposed development positively contributes to the local economy which is tailored towards life sciences and enhances the existing cluster of life science facilities in Cambridge</p>	<p>The economic benefits of the proposal to the local economy and science facility in Cambridge are clear benefits of the scheme.</p>
<p>The proposal is highly sustainable and will contribute to a significant biodiversity, using low-carbon materials throughout the design.</p>	<p>The sustainability benefits and ecological net gain are included as benefits to the proposal within the planning balance.</p>
<p>Whilst using innovative solutions to harvest rainwater and ensure that the building is</p>	<p>The sustainability benefits of providing rainwater harvesting is a benefit of the scheme. Further, it is</p>

fully accessible with changing places facilities for those with disabilities within the local community.	acknowledged the building is fully accessible and the proposal has been before the disability panel.
--	--

**8.165 Planning Obligations (S106)**

8.166 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.

8.167 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.

8.168 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.

8.169 Heads of Terms

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

<b>Obligation</b>	<b>Contribution / Term</b>	<b>Trigger</b>
Transport	A total contribution of £345,000 to strategic infrastructure to be allocated to the Milton Road corridor improvement scheme.	Prior to commencement
		Prior to Commencement



Nuns Way Recreational Ground	£18,000.00 towards the provision to the enhancement of the Informal Open Space Facility at Nuns Way Recreational Ground	
S106 Administration, Monitoring and Compliance	£2,200 towards the monitoring and administration of the S106. Additional further fee of £500 for each instance where the Council is required to provide written confirmation of an obligation.	

- 8.171 Cambridgeshire County Council Transport Assessment Team commented that the development will increase the number of pedestrian, cycle and public transport trips to the site. The Transport Evidence Base determines that with the additional infrastructure in the area then it is possible for the additional development in the area to be bought forward.
- 8.172 The Transport Assessment Team has set out that a financial contribution is required as part of the proposal development. A total contribution of £345,000 to strategic infrastructure to be allocated to the Milton Road corridor improvement scheme. Of this a sum of £10,000 for additional parking restrictions in the surrounding area, to implement a new Toucan crossing over Kings Hedges Road, to implement a new dropping crossing at the junction of Kirkwood Close with Kilmaine Close and a potential contribution of £50,00 to be used for a Travel Plan management and monitoring. The applicants have not agreed to the total figure and all of the mitigation sought and wish to further negotiate and agree the mitigation package. As part of the recommendation on this application, officers seek delegated authority to settle the final S106 transport package in consultation with the County Council.
- 8.173 Cambridge City Council Developer Contributions Monitoring Unit commented on the proposal that the proposal is adjacent to Nuns Way Recreation Ground. Given the scale of the proposed development on this site, it is proposed that the council requests £18,000.00 (plus indexation) towards the provision of and / or improvement to the enhancement of the Informal Open Space facility (improvement to the lighting) at Nuns Way Recreation Ground, Cambridge. As mentioned above the Ecological Officer requested that the improvement to the lighting are ecological sensitive this is noted and will be included.
- 8.174 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).

8.175 **Other Matters**

8.176 Bins

8.177 Policy 57 requires refuse and recycling to be successfully integrated into the proposal. The application contains a Site Waste Management Plan prepared by Savills dated October 2023. The location of the Bin Store is to the rear of the building near the loading zone at a suitable location for collection. The Management Plan confirms that onsite waste will be managed in accordance with the council's RECAP Waste Management Design Guide. A refuse management plan is included as a condition.

8.178 In light of the above, the proposal is considered to comply with Policy 57 in this regard.

8.179 Disability Access

8.180 The proposal went before the Greater Cambridge Disability Panel on the 4<sup>th</sup> of July 2023. The chair was overall impressed by the quality of the presentation. The Access Officer was consulted and stated that that the application is one of the better proposals he has seen. He stated that the doors need to an opening weight of less than 20 newtons, any double doors need to be electrically opened or be asymmetrical with one leaf a minimum of 900mm. Reception desks, meeting rooms need hearing loops, manifestation to warn visually impaired people, the glazing and flooring must be designed so as to remove glare and shadowing, toilet doors should open outwards or slide and/ or have a quick release bolt and a fire evacuation strategy for disabled people. These points will be included as informatives to remind the applicant of the required building control regulations.

8.181 The proposed development will have two disabled access lifts and four of the no.63 car parking spaces at basement level are for blue badge spaces. The front ramps and steps align with the main entrance. The front revolving doors and accessible doors have equal prominence and a good visual link from entrances to reception desk. Overall, the proposal is acceptable in terms of Disability Access following positive responses from the Greater Cambridge Disability Panel and the Access Officer.

8.182 Other Consultees

- 8.183 The Crime Prevention commented providing the following advice that there will need to be a further discussion to confirmed proposed measures relating to the security of both ramps and the external sunken stair well to the car park, care should be taken to ensure that there is no conflict between lighting, trees/landscaping and CCTV. A condition will be applied to ensure that these security measures are taken into consideration.
- 8.184 Archaeological Officer commented on the proposal that they do not consider it likely that the proposed development will have a significant effect on important archaeological remains and do not consider archaeological investigation to be necessary in connection with this proposed development.
- 8.185 The Ministry of Defence commented that after following review of the application documents, the proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.
- 8.186 Cambridge City Airport commented that the proposed development has been examined from an aerodrome safeguarding perspective in accordance with the UK Regulation (EU) No 139/2014 and could conflict with safeguarding criteria unless any planning permission granted is subject to the suggested condition of Bird Hazard Management Plan, this condition has been applied. An informative is also included on the operation of cranes during the construction phase. The proposal is therefore in accordance with Policy 37 of the Local Plan.
- 8.187 A condition will be applied for the provision and location of fire hydrants.
- 8.188 **Planning Conditions**
- 8.189 Members attention is drawn to following key conditions that form part of the recommendation:

<b>Condition no.</b>	<b>Detail</b>
1	Start date
2	Approved Plans
3, 4	Surface Water Drainage
5	Bird Hazard Management Plan
6, 7, 20, 21	Land Contamination
8	Materials Management Plan
9	Construction Management Plan
10	Tree Pits
11	Traffic Management Plan
12	Proposed Basement Retaining

13	Foul Water Drainage
14, 22, 23, 24 45, 45b 46	Water Efficiency and Sustainability and water in use (45b)
15	Biodiversity Enhancements
16	Hard and Soft Landscaping
17,18	Materials and Sample Panes
19	Fire Hydrant
25	BNG
26	Green Roofs
27	Travel Plan
28	Dropped Curves
29	Transport Assessment Statement
30	Servicing and Management of Refuse Plan
31	Cycle Parking Details
32	Details of Signage
33	Noise Insulation
34	Ventilation Systems
35	Electric Vehicle Charging
36	Artificial Lighting
37, 38	Privacy Screens Terrace and Amplified Music on Terrace
39	Security Details and Measures
40	Hours of External Rooftop
41	Lighting Construction
42	Unexpected Land Contamination
43	Service Collection
44	Falls and Levels
47, 48	Tree Protection Measures
49	Ecological Accordance
50	Permitted Development Restrictions on Change of Use

**8.190 Planning Balance and Conclusion**

8.191 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).

8.192 The scale and massing of the proposal represents an increase in presence of building form on the site in a prominent location. The visual impact, however, is considered acceptable and the site capable of accommodating a densification of urban form. With this brings a more sustainable and higher quality building design which also improves the public realm. The proposal would result in the

loss of four trees set facing along Kirkwood Road and two trees in the site for the ramp down to the basement. Consequently, the removal of these trees is considered to cause some minor harm end of harm to the character. Although this is regrettable this must be balanced by the significant landscape improvements, biodiversity net gain, public realm and ecological enhancements that the proposal will bring to the area.

- 8.193 In terms of water usage, officer acknowledge that Integrated Water Management Study for the Greater Cambridge Local Plan indicates that groundwater abstraction is placing significant pressure on water bodies (including chalk streams) that are sensitive to abstraction, and there is a risk of causing deterioration in the ecology if groundwater abstraction increases. In this case and given the scale of the development (7,175m<sup>2</sup> of Life Sciences and a total increase of 9,920m<sup>2</sup>), the applicant has provided supporting information which demonstrates that the increased pressure on water recourses would be very low. Impacts can be minimised through the use of planning conditions.
- 8.194 The harm identified above is judged to be outweighed by the substantial public benefits that would accrue from the development. Of greatest significance would be the economic benefits from delivery the 7,175m<sup>2</sup> (GIA) of 'Life Sciences' (Research & Development) employment use of additional life science floor space. Further, improvements include significant social benefits from the public realm, highway improvements both on and off the site, contributions to Nuns Way Recreational Ground, contributions to the surrounding transport networks and environmental benefits in the form of re-development of ¾ vacant buildings on a brownfield site, significant street landscaping benefits, highly sustainable building and biodiversity net gain increase of 68.9%.
- 8.195 Taking the above into consideration, it is considered that the public benefits that would accrue from the proposed development clearly outweigh the harm identified.
- 8.196 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.

## **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 and the final S106 mitigation package including amounts and scope delegated to officers.

## 11.0 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 laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed;

- Sustainable Urban Drainage Systems Strategy Part 1, Heyne Tillet Steel, Rev: 2, Dated: January 2024
- Sustainable Urban Drainage Systems Strategy Part 2, Heyne Tillet Steel, Rev: 2, Dated: January 2024
- Sustainable Urban Drainage Systems Strategy Part 3, Heyne Tillet Steel, Rev: 2, Dated: January 2024
- CCTV Drainage Survey, Sewer Surveys UK, Ref: 0502, Dated: 11th January 2024
- Flood Risk Assessment, Delta-Simons, Dated: October 2023

and shall also include:

- a) Full calculations detailing the existing surface water 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 an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Site Investigation and test results to confirm infiltration rates;
- f) 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;
- g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Permissions to connect to a receiving watercourse or sewer;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with Cambridge Local Plan (2018) policies 31 and 32.

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impact in accordance with Cambridge Local Plan (2018) policies 31 and 32.

5. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: - management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting,

roosting and “loafing” birds. The management plan shall comply with Advice Note 3 ‘Wildlife Hazards Around Aerodromes’

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

Reason: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport in accordance with Cambridge Local Plan (2018) Policy 37.

6. No development (or phase of), or any investigations required to assess the contamination of the site, shall commence until a Phase 1 Desk Top Study and a Phase 2 Site Investigation Strategy have been submitted to and approved in writing by the Local Planning Authority.

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

7. No development (or phase of) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:

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

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

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

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

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

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

c) details of the chemical testing for ALL material to be undertaken before placement onto the site.



- d) results of the chemical testing which must show the material is suitable for use on the development
- e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

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

9. No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority.

The DCEMP shall include the consideration of the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
- e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
- f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.
- g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.
- h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during

construction and demolition - Greater Cambridge supplementary planning guidance 2020.

- i) Use of concrete crushers.
- j) Prohibition of the burning of waste on site during demolition/construction.
- k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- m) Screening and hoarding details.
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.
- r) Membership of the Considerate Contractors Scheme.

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

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

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

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

11. No demolition or construction works shall commence until the details of the proposed basement retaining walls are submitted to and agreed in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: in the interests of highway safety (Cambridge Local Plan 2018, policies 80 and 81).

12. No development above ground level shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage (Cambridge Local Plan 2018, policies 32 and 33).

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

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

14. Prior to the commencement of development above slab level, a scheme for biodiversity enhancement shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog connectivity, habitat provision and other biodiversity enhancements, including how a measurable net gain in biodiversity will be accomplished, when it will be delivered and how it will be managed. The approved scheme shall be fully implemented within the agreed timescale following the substantial completion of the development unless, for reasons including viability or deliverability, it is otherwise agreed in writing by the local planning authority.

Reason: To provide ecological enhancements in accordance with Cambridge Local Plan 2018 policies 57, 59 and 69, the Greater Cambridge Shared Planning Biodiversity SPD 2022 and NPPF paragraphs 8, 180, 185 and 186.

15. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant

b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme; If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

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

16. No development shall take place above ground level, other than demolition, until details of the materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. The submission shall include evidence of the consideration of the albedo effect on the urban heat island. 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 in the interests of not increasing the Urban Heat Island effect. (Cambridge Local Plan 2018 policies 55, 57).

17. No brickwork above ground level shall be laid until a sample panel has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, 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 the external appearance of the development does not detract from the character and appearance of the area in accordance with (Cambridge Local Plan 2018 policies 55 and 57).

18. Unless an alternative trigger is otherwise agreed in writing by the local planning authority, no development above ground level, other than demolition and enabling/utility diversion works, shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

Reason: To ensure an adequate water supply is available for emergency use (Cambridge Local Plan (2018) Policy 85).

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

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

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

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

21. Unless an alternative trigger is otherwise agreed, the development hereby approved shall not be occupied until 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).

22. The development hereby approved shall not be used or occupied until evidence in the form of the BREEAM Wat01 water efficiency calculator has been submitted to and approved in writing, demonstrating achievement of 5 Wat01 credits. The development shall be carried out in accordance with these agreed details.

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

23. Within 6 months of commencement of development or in accordance with an alternative trigger otherwise agreed in writing by the local planning authority, 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).

24. Prior to occupation of any part of the scheme hereby approved, a Biodiversity Net Gain (BNG) Scheme, shall be submitted to and approved in writing by the Local Planning Authority. The BNG Scheme shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data shall be submitted to the LPA in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2023 para 174, Cambridge Local Plan 2018 policies 59 and 69, and the Greater Cambridge Shared Planning Biodiversity SPD 2020.

25. Prior to occupation details of the biodiverse (green, blue or brown) roof(s) 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 biodiverse 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 (green roofs only),

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) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,

e) A management/maintenance plan approved in writing by the Local Planning Authority,

All works shall be carried out and maintained thereafter in accordance with the approved details

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

- .
26. Prior to first occupation of the building hereby permitted shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.



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

27. Prior to the first occupation of the development the existing dropped kerbs along the Kilmaine Close frontage of the site and the redundant vehicular access on Kirkwood Road shall be raised to full height kerbs (except at the proposed access points) and the footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018, policies 80 and 81).

28. Prior to first occupation the highway improvement works included within the submitted Transport Assessment Statement prepared by Vectors dated October 2023, unless otherwise agreed by the Local Planning Authority.

Reason: for the safe and effective operation of the highway (Cambridge Local Plan 2018, policies 80 and 81).

29. Prior to the first occupation of the new building hereby approved, a delivery and servicing plan, including the management of refuse, shall be submitted to and approved in writing by the Local Planning Authority. Deliveries and servicing of the retail units shall be managed in accordance with the approved details thereafter.

Reason: In order to ensure the use of the building is well managed, does not give rise to significant amenity issues for nearby residents and does not impact highway safety (Cambridge Local Plan 2018 policies 35, 56 and 81).

30. Notwithstanding the approved plans, no occupation of a building shall take place until details of the storage provision for all cycles and scooters for that building, including non-standard cycles, such as cargo bikes, and electric bikes, as well as details of the mechanism to raise the double tier cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking provision shall be installed and made available in accordance with the approved plans prior to the occupation of the relevant building. The cycle facilities shall thereafter be retained and shall not be used for any other purpose.

Reason - To ensure appropriate provision for the secure storage of bicycles in accordance with Policy 82 of the Cambridge Local Plan 2018.

31. Prior to occupation of the development, full details of the proposed signage including any signage relating to cycles shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance and siting of signage is appropriate in accordance with Policy 82 of the Cambridge Local Plan 2018.

32. No operational plant, machinery or equipment shall be installed until a noise insulation / mitigation scheme as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be conducted 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 plant noise rating levels specified within the submitted GEO Cambridge Noise Survey Report titled "Noise Impact Assessment", prepared by Scotch Partners and dated October 2023.

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

33. Prior to the installation of any ventilation / extract systems, and on a phased basis as necessary, a ventilation / extract scheme to include details of equipment and systems for the purpose of extraction / discharge, filtration, abatement and control of odours and smoke / fumes, and a noise insulation / mitigation scheme as required for any associated plant / equipment, shall be submitted to and approved in writing by the local planning authority. The ventilation / extraction scheme details as approved shall be installed before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity of nearby properties from odour and smoke / fumes (Cambridge Local Plan 2018, policy 36).

34. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating 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 Policy 36 of the Cambridge Local Plan (2018) Cambridge City Council's adopted Air Quality Action Plan (2018).

35. Prior to the installation of any artificial lighting, 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 - GN01-21 (or as superseded).

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

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

36. Prior to first use of the external rooftop terrace hereby permitted, details of the means of privacy screens including levels of obscure glazing or other measures to protect neighbouring properties from being harmfully overlooked from these spaces shall be submitted to and approved in writing by the Local Planning Authority. The privacy measures shall be installed prior to first use of the terraces and remain in perpetuity for the lifetime of the development.

Reason: In the interests of neighbour amenity (Cambridge Local Plan (2018) Policies 55.

37. Acoustic / unamplified music and the playing of amplified music / voice is prohibited within all roof terraces.

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

38. Prior to first occupation security details and measures of both ramps and the external sunken stair well to the car park shall be submitted to and approved in writing by the Local Planning Authority. These security measures shall be installed prior to the first occupation and remain in perpetuity for the lifetime of the development.

Reason: In the interests of neighbour amenity (Cambridge Local Plan (2018) Policies 55).

39. The external rooftop terrace only be used by patrons and staff between the hours of 08:00-20:00hrs Monday to Sunday and shall be clear of patrons and staff outside these hours. Any waste / glass removal required and the cleaning of these areas including the clearance and the movement of any tables and seating / chairs shall be undertaken during these times only.

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

40. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal unless otherwise agreed in writing with the Local Planning Authority.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in accordance with Cambridge Local Plan (2018) Policy 37.

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

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

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

42. All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections during the operational phase shall only be permitted between the hours of 0700 to 2300 hrs.

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

43. All hard paved areas that abut the public highway 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. Please note that 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 (Cambridge Local Plan 2018, policies 80 and 81).

44. Water efficiency standards for the scheme shall be carried out in accordance with the target to achieve 5 BREEAM Wat01 credits and wider water efficiency specification contained within the submitted Sustainability Statement, Scotch Partners LLP, October 2023.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of

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

45. The development hereby approved shall be carried out in line with the sustainability targets and commitments set out in the Sustainability Statement, Scotch Partners LLP, October 2023. The measures proposed to achieve these targets shall be fully installed prior to the occupation of the proposed development. Any amendments to the agreed Sustainability Statement shall be submitted to and agreed in writing by the local planning authority prior to their implementation. The development hereby approved shall not be occupied until a post construction statement confirming that the water efficiency provisions as set out in Sustainability Statement, Scotch Partners LLP, October 2023 have been fully implemented.

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

- 45b Prior to first occupation a comprehensive water metering and monitoring system shall be installed and commissioned within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed and the total volume of rainwater used. The metering and monitoring system shall be retained in use for the lifetime of the development. Metering and monitoring data shall be provided in accordance with and no later than 21 days of any request from the Local Planning Authority.

Reason: To enable the building user(s) to monitor water usage, in order to better understand the effectiveness of water saving initiatives and water usage arising from development (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

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

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

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

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

48. All ecological measures and/or works shall be carried out in accordance with the details contained in the submitted Ecological Appraisal prepared by Aspect Ecology dated October 2023.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2019 policy 57).

49. The premises shall be used for Class E (g) i/ii 'Life Sciences' (Research and Development) employment use and no other purpose (including any other purpose in Class E) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without the grant of express planning consent from the Local Planning Authority.

Reason: To ensure that the site remains as an active employment use in accordance with Cambridge Local Plan 2018 Policy 41.

### **Informatives**

1. Infiltration rates should be worked out in accordance with BRE 365/CIRIA 156. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.
2. Green Roofs: All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).
3. 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.

4. The noise and vibration sections within DCEMP will need to include the following:

a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.

b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

5. In the event that the Planning Authority is so minded as to grant permission to the proposal please add an informative to the effect that 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.

6. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.



7. The Local Planning Authorities reminds the application that the following necessary disability access measures should be taken into consideration.
  - Doors need an opening weight of less than 20 newtons.
  - Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm.
  - Reception desks, Meeting rooms, et cetera all need hearing loops designed not to interfere with other systems in the building.
  - Glazing must have manifestations to warn visually impaired people. The glazing and flooring must be designed so as to remove glare and shadowing.
  - The installation of firefighting or fire evacuation lifts should be standard in large public buildings, emergency refuge points should be avoided in nearly every such circumstance.
  - Toilet doors should open outwards or slide and/or have quick release bolts are needed in case somebody collapses in the toilet.
  
8. Given the nature of the proposed development it is possible that a crane may be required during its construction. Cambridge City Airport 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/policy-campaigns/operations-safety/> and CAA CAP1096 Guidance to crane users on aviation lighting and notification ([caa.co.uk](http://caa.co.uk)). Please note that cranes with heights above 55m AOD may require further specialist assessments.

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

This page is intentionally left blank

# The Greater Cambridge Design Review Panel



## Brookmount Court, Cambridge

(PPA/22/0019)

27<sup>th</sup> October 2022

**Confidential**

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

## **Attendees**

### **Panel Members:**

Maggie Baddeley (Chair) - Planner and Chartered Surveyor

Aram Mooradian (Character, Architecture/Community) – Director, Mooradian Studio

Prisca Thielmann (Character, Architecture) - Associate Director at Maccreanor  
Lavington

Parthena (Nopi) Exizidou (Character, Climate) - Net Zero Transition Lead for the  
British Antarctic Survey

Sarah Morrison (Character, Conservation) - Conservation Architect, Historic England

Vanessa Ross (Character, Landscape) - Chartered Landscape Architect, Director,  
arc Landscape Design and Planning Ltd

### **Applicant Team:**

Martin Rose, Executive Associate at Fairhurst Design Group (Architecture)

Howard Redhouse – Director at Berwick Hill Properties (Applicant)

Matt Sharpe – Senior Director at Quod (Planning)

Kirsten Elder – Partner, Scoth and Partners (Sustainability)

### **LPA Officers:**

Joanne Preston – Principal Urban Design Officer and Design Review Panel Manager

Nick Yager – Planning Case Officer

Bana Elzein - Principal Landscape Architect

## Scheme Description and Background

### The Site

The site is a brownfield employment site, consisting of three 1980s buildings previously in use as offices, together with a driving test centre (sui generis) with associated parking, situated within an employment cluster on the southern side of Kings Hedges Road. The largest of these buildings is subdivided into two units, meaning there are 4.no. office units in total on the site (Units A-D). The current uses onsite are supported by c.75 car parking spaces, with access taken from Kilmaine Close and Kirkwood Road.

The site is surrounded to the immediate west, south and south east by industrial and employment development as part of the Kilmaine Close and Kirkwood Road employment area, consisting of two storey sheds in various B and E Class uses with associated car parking. To the north of the site on the opposite side of Kings Hedges Road lies the Cambridgeshire Guided Busway, Cambridge Science Park and Cambridge Regional College.

Beyond the immediate surrounding Kirkwood Road employment area lies two-storey residential properties to the north west and east of the site. To the east lies Nuns Way Recreational Ground.

To the north of the site across King Hedges Road lies an area allocated for mixed use development in the emerging North East Cambridge Area Action Plan.

The key site constraints are:

- The site is a Protected Industrial Site as identified on the Policies Map.
- The site lies within the Cambridge Airport Safeguarding Zone.
- The site is adjacent to but outside the emerging North East Cambridge APP boundary. To the north east of the site and within the AAP area, the general location for a 'Local Landmark Building' is identified (see Planning History below).

## **Planning History**

With the Regulation 19 formal consultation on the pre-submission North East Cambridge Area Action Plan (AAP) being paused until 2024, so as to coordinate with the awaited development consent order application for relocating the Cambridge waste water treatment plant, limited weight ought to be attached at the present time to the proposed inclusion of a 'Local Landmark Building' in the AAP in future iterations of Brookmount Court's speculative redevelopment proposals. The 'Local Landmark Building' was not included in the AAP Regulation 18 consultation; it was a new addition into the Council-approved version of the pre-submission Regulation 19 Plan, to address consultee responses regarding tall buildings. This aspect of the emerging AAP has not been directly consulted on as yet.

## **The Proposal**

The applicant is seeking to develop the site for up to 6,500sqm of employment uses in a single building. This is an increase from the existing 1,950sqm of employment use on the site. The proposed development is intended to contribute towards meeting technology and life science sector needs, with the potential of accommodating one or multiple occupiers and leading to an increase of employment floorspace. The proposal would lead to the development of office and laboratory floorspace, meeting and function room spaces, and rooftop amenity. The proposal would incorporate cycle storage and car parking in a basement area underneath the building.

The applicant has entered into a Planning Performance Agreement with the Local Planning Authority for Pre-Application advice for the redevelopment of Brookmount Court for life science uses. The proposal would lead to a significant development of the site, including new public realm and landscaping works. Officers have attended two meetings with the applicant to date which have been focussed on the spatial design and layout of the scheme.

## **Declarations of Interest**

There are no conflicts of interest.

## Previous Panel Reviews

This is the first time the scheme has been reviewed by the Panel.

## Greater Cambridge Design Review Panel views

### Summary

The Panel supports the objective of the Columbia Threadneedle (CT) brief for this site, of providing and retaining an exemplar building that will be fit for purpose in 25 to 50 years' time. Noting that a full planning application reflecting pre-application and design review feedback is intended to be submitted by Christmas 2022, and that application material is being put together now by the design team, the Panel's fundamental recommendation is that specific sustainability targets should be embedded in its evolving design. If as landowner, CT wants other developers to look at this building and seek to emulate it, there are other specific design elements that the Panel also recommends for review. Priorities include: investigating the potential to remove the proposed podium altogether, so as to achieve the fullest possible integration of new public realm with the existing streetscape; treating the current rooftop elements as an additional, albeit set back floor; and exploring the scope to provide additional landscaping to the south of the building.

### Climate

While the applicant team has emphasised how CT has sustainability credentials that are very high on the company's core agenda, and their specification brief for the Brookmount Court redevelopment contains targets for certifications, the Panel could only conclude that it is very hard to see how any of those climate-related targets are being embedded in the emerging design. The presentation and additional information provided in the review has limited content on sustainability. Mention is made of high-level targets, but very little information has been provided to date on how those targets would be achieved. It is expected that the design team have already undertaken this work, given the stage of the project, but it does not obviously appear. Specifically, the Panel would have liked to see how the project's sustainability strategy links directly with the UN Sustainable Development Goals. In response to the applicant team explaining that changing the use of the existing buildings' limited floorspace had been considered but concluded to be unviable in requiring too high a level of intervention (their cladding would require replacement due to flammability issues) and the building dimensions not being fit for R & D



purposes, the Panel highlighted how the proposed demolition will release a great deal of carbon. This observation underlines the wider importance of having set net zero targets to work to. The Panel notes that the design team will evaluate the potential for re-using steel from demolition of the existing buildings; again, this potential for re-use underlines how set targets are needed for the proposed percentage of re-used building materials (and bio-based materials).

Acknowledging that the applicant team has held sustainability-related in-house workshops, is aiming for a 35-40% reduction against Part L Building Regulations and is using Low Energy Transformation Initiative (LETI) guidance to help transition to meeting net zero carbon, the Panel is disappointed that the project is currently achieving only BREEAM 'excellent'. While it is accepted that the applicant team's aspiration is for BREEAM 'outstanding' (and their tracker is indicating that this is achievable), this ought to be one amongst many stated targets that all aim for the highest ratings. The Panel also recommends that the applicant team considers using PAS 2080, a global standard for managing infrastructure carbon that provides a framework for looking at the entire value chain, aiming to reduce carbon - and costs - through more intelligent design, construction and use.

Reference to taking a 'Fabric First' approach is currently rather cursory therefore the Panel suggests also considering applying Passivhaus approaches and standards for delivering net zero carbon solutions in the development. Passivhaus will assist the project in demonstrating how solar gains that are wanted in some periods will be managed in others, so as to reduce cooling needs.

Specifically on energy, limited information has been provided to date other than how power has already been secured for the all-electric new building. It is clearly understood by the Panel that the design team cannot predict electricity demands of the building in use but if such elements are embedded in the design, in order to minimise those energy demands, they can actually make a difference for occupiers. The LETI target of 50 kWh/m<sup>2</sup>.yr for renewable energy available is, according to the design team, 'very much stretched' and as this is a 'lab-led' development, the team is 'working as hard as it can towards' 70 kWh/m<sup>2</sup>.yr. Reference has been made to air

source heat pumps being suggested by an initial feasibility study, together with rooftop PVs that would potentially be supplemented by others e.g., integrated into the south west façade, in plant areas, and possibly incorporated in plant screening (currently proposed on the roof to be louvred). Altogether however, these PVs are acknowledged as not having a huge output. Therefore, the Panel suggests increasing solar capacity by using additional PVs, not only to provide shaded spaces on the accessible areas of the roof (that ought to be relocated from the north eastern to the south western side) but also in the form of transparent panels incorporated in the building's facades.

Turning to water supply and drainage as further sustainability factors, the applicant team already acknowledges that because Cambridge is in area of high water stress, the development needs to do more to incorporate further measures regarding supply. For water re-use, the proposal already provides an area in the basement for rainwater harvesting for landscape irrigation. Also included is an inaccessible, partially 'blue' roof (intended too, for contributing to bio-diversity net gain). These initial proposals are supported by the Panel, with the suggestion that a comprehensive water supply and expanded re-use strategy should be considered.

Specifically with regard to the applicant 's intention to achieve 'significantly greater' than a 10% bio-diversity net gain on-site – and the work to date by workshopping and by the client's ecologists - the Panel questions the current approach to landscaping on the site. Accepting that the plant selection has not been made yet and that it will 'ensure diversity', providing e.g., pollinator-friendly planting is not the same as creating bio-diversity net gain, which instead is about meeting a very specific requirement. The choice of species is one element but creating habitat is another. The Panel therefore advises that the design team needs to be realistic about what can be achieved on-site, what is wanted of the outdoor spaces, and how they will function. A biodiversity management plan will in any event be needed. Overall, the applicant team's reference to the intention of measuring and monitoring the development in relation to its adaptability to climate change is supported as a principle by the Panel, although no details have been provided of how any findings will be responded to.

## Character

The Panel is aware that CT acquired this brownfield site in 2021 and agrees that making use of such land is important. Noting too that the existing buildings are predominantly vacant, having been on the market without interest for some time both before and after acquisition – and that there is an excess of demand over supply for life sciences’ property, with many enterprises wanting to relocate to Cambridge due to the University – the Panel nonetheless has some uncertainty about the proposal’s emerging form, its massing and its orientation. Despite the proposed development being for a single building that does not form part of a wider science park, it still ought to be considered in its immediate context i.e. that of Kings Hedges Road, Kirkwood Road and Kilmaine Close. The Panel understands why the design team is pushing the building northwards on the site but suggests that more thought could be given to adjoining land uses. When this site is redeveloped, the existing small scale, mixed employment-based uses and ‘shed’ buildings on Kirkwood Road and Kilmaine Close will not necessarily remain unchanged. There is therefore a Panel concern regarding the south-western side of the site, where in the emerging scheme, bin stores, a ‘land grabbing’ vehicle turning head and ramp, and further MEP are located. Potentially at some point in the future, that area will become the central point of this parcel and its immediate environs. Accepting that the proposed pedestrian entrance to the replacement building is on the north-eastern side, the Panel nonetheless considers that it needs to be more balanced on all sides, to anticipate this change.

The design team is clearly cognisant of the emerging AAP Framework and its suggested 3- to 6-storey building heights for the proposed ‘business space’ immediately to the north-east of the Guided Busway. In pre-app discussions, seeking to retain the primacy of the AAP-proposed ‘local landmark building’ (of up to 25m, or 8-storey if residential) - and this project being subordinate - has been advised. Proposing that the local landmark building in the AAP should talk to any redevelopment of this site, the proposed building is currently 17.4 m in height (ground plus 3 storeys, with setback MEP on the southern part of the roof). The Panel’s overall response to this approach is supportive in principle but it is considered to be very difficult to successfully design on this site for the ‘local

landmark'. While the height of the proposed building as shown is seen as acceptable in relation to the emerging AAP, an equally important consideration is the relationship that the proposal will have with existing buildings along the Guided Busway, and with the predominantly residential character of Kings Hedges Road itself. On the north eastern side of the Busway, existing buildings (such as the Bio-Innovation Centre on Cambridge Science Park Road) are of a very similar scale to each other, i.e. three storeys, with some kind of plinth. In view of this existing character, and the value of the applicant team not only wanting the science community to be able to collaborate within the building but also integrating the proposal in terms of use into the current and future North East Cambridge development, the Panel suggests that the Novartis Biomedical Research Centre is referenced, as part of a campus designed to encourage exchange and symbiosis.

Turning to landscape character, the Panel agrees with the principle that the proposed space fronting Kings hedges Road should be immersive and attractive from the kerbside. To achieve these aims, public realm provided in front of the building needs to connect to the north-western and south-eastern streetscape. The Panel welcomes how the podium has been reduced in height from 1m to 500mm wide but it still requires 3 steps and a short ramp. According to the applicant team, the building has been lowered as much as possible on the Kings Hedges Road frontage, with a full basement now being proposed that has to be mechanically ventilated for fire safety reasons. While the podium is stated to be as low as possible on the Kings hedges Road frontage, the retention of any podium at all, however low, interrupts the streetscape and undermines the intention of dissolving the edge of the development and blurring the transition from the street using landscaping. The podium has the appearance of having 'landed' in its current form, and that has led to the simple tapering triangles of green space proposed. The Panel therefore suggests considering addressing the podium to the street better, in terms of its shape and direction; it is not entirely clear yet, why it has to be retained at all.

For these reasons, and others that are landscape and community-related, the Panel suggests that the design team further explores the already-identified opportunity for planting at the rear of the building. More green space could be built into the project

here, e.g. with the provision of a terrace space that demonstrates how this building could become the heart of the immediate area, as it changes.

Accepting that the building itself has been set back in response to the emerging AAP as part of making sure it is subordinate to the proposed 'local landmark', and while an appealing set piece of landscape design is currently proposed on the Kings Hedges Road frontage, consideration needs to be given to the area's microclimate and how the building's proposed massing will impact on it. Although the landscaped area is described as green and verdant, in reality its very designed landscape is unverdant (this conclusion being based also on the extent of tree removal currently proposed). A manual for management and maintenance, with a very prescriptive monthly regime, would be necessary for ensuring that this space (and any other landscaped area on-site) remains attractive, and as designed. Thinking about seasonality when making planting selections is relevant here; consideration should also be given to sourcing from the UK, and preferably locally. Overall, the Panel considers that the public realm on-site requires re-examination, not only in terms of where and how it is provided, and its possible uses, but also in relation to any reconsideration of the form of the building (for example, a central courtyard would generate other considerations).

In terms of massing, the proposed building has been designed to have a long, low façade. In the verified views provided, the Panel agrees that the proposal's massing is mostly masked. In the design process, the team advises that a variety of ways of arranging the floorspace differently has been looked at, in part for minimising the building's frontage width. In terms of its layout principles, the Panel notes that three zones within the development site have now been defined by the design team: (i) front (the landscaped podium/ improvement of public realm/ links with public transport stops (and the proposed provision of toucan crossing); (ii) central (the building itself, divided into thirds with labs on the south western side, dry labs and writing-up space on the north eastern side, with views into the streetscape); and rear (at-grade servicing and access to the basement). A double height entrance is proposed on the podium for a sense of arrival into the building.

Agreeing with the design team that there being access on three sides of the site creates both opportunities and constraints for fitting in all of these required elements, the Panel confirms that because the scheme is not part of a science park, the block also has to acknowledge the existing streetscape better. The Panel does not agree that the proposal for the site sits well in the existing streetscape, either at ground or roof level. In terms of its height and the design team already being conscious that the proposal will be 2 storeys higher than most of the existing residential development on Kings Hedges Road, the Panel is concerned that two out of four corners have heads of emergency stairs that are very exposed and difficult to disguise, even with cladding. Although a veil of MEP louvres is an understandable approach to rooftop provision, in the centre of the rooftop, there is also a core with lifts, a multi-function room and associated facilities. With the combination of the rooftop MEP, stair heads and useable floorspace being proposed, the Panel is of the view that the rooftop spaces and structures instead need to be integrated into the façade and volume of the building as another floor, and be not seen, or perceived as now as add-ons.

It is already very clear that the roof design is at a point where general ideas of how it is to function have been formulated. A wide range of uses has resulted; the roof's useability and the likely good views from it are worth optimising, although the Panel points out that there is a need to better understand how its uses can be optimised, taking into account different areas of shade, wind and micro-climate.

At this stage in design development, the applicant team is understandably still working on the building envelope and its facades, to determine what gives best efficiencies and using these to then drive design. Although the proposed elevations are described as having very different appearances, this is not yet the case. Solar control is currently shown – in the Panel's view erroneously and unnecessarily - on all 4 facades, when it is needed only on the south-western and south-eastern elevations. While no information has been provided, the Panel's assumption is that panels will be moveable and adjustable, either manually or with sensors. While the intention is that as a unifying element, some panels will be for decorative purposes and others for views' control on the other two facades, this element of the proposal clearly necessitates a great deal more work.

Assuming that the design team continues to look at further breaking down the elevations, for ways to accentuate horizontality in the facades, and disguise variations in fenestration for the various activities in the building, the Panel recommends referring to the gridded façade of the Novartis visitor centre building in Basel by Peter Märkli, where without shifts and turns of fins, vertical changes are achieved over height.

The Panel is not in a position to comment on materiality, as the design team is only just starting to develop materials, by looking at many buildings in the existing streetscape to provide context. So far, green metal fins are being suggested to control views and solar gain, as part of the intention to create a simple and efficient envelope with brise soleil characterising the look and feel of the building. The only detailed comment by the Panel would be that as currently presented, the use of brick on the podium and a different materiality elsewhere is questionable. There is a need for these elements of the building to read better together.

### **Connectivity**

Although the design team refers consistently to the very strong intention to make a connection between the development and the streetscape, the Panel has a sense that while the site is generous and new open space created, it has only one orientation and the podium persists as a physical barrier to that intention. It is in effect creating an enclosed enclave. The Panel has its own strongly-held view, that in contributing to creating this wider area for the next 50 to 100 years, the site's development principles and detailed design have to be very much about bringing in opportunities for future connectivity. Travel (and not just commuting) by non-car modes must be a central consideration, as is avoiding conflict between car and cycle, and while the design team are attempting to factor in both, design details do not do so yet. For example, cyclist arrivals being at the back of building, with their access leading into the basement, should also be reconsidered if commuting by bicycle is to be successfully promoted. The service lifts from the basement also need to be two-sided. Visitor cycle spaces on the podium need to be reconsidered, as they appear to be randomly dotted on, simply for increasing parking numbers. If they are there for

policy reasons, so many uncovered spaces in the public realm may well lead to unresolved tensions.

## Community

The Panel endorses the applicant's intention to look at opportunities for apprenticeships, as well as the ongoing public engagement exercises that are apparently yielding positive responses. Community feedback from these exercises should be used to further revise the proposals.

As a matter of principle, the Panel also supports the health and wellbeing aspects of the proposal, including encouraging people to be outside. There is a clear opportunity here for providing something very interesting for the community, for improving connectivity and making a positive contribution to the area.

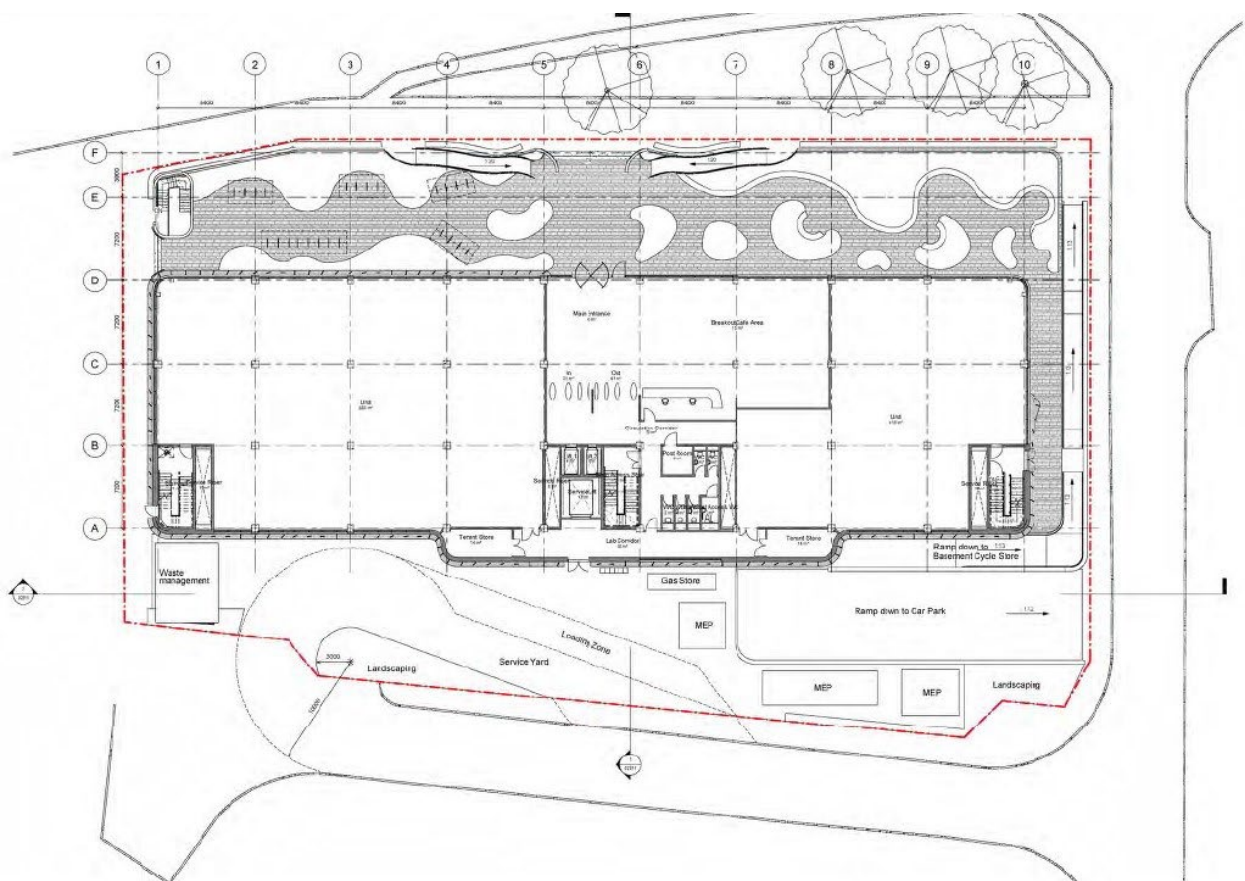
The employment and residential areas and their communities surrounding the site are in very close proximity, therefore having a building that provides outdoor space for their use that is not 'sealed off', is important. Providing a crossing to other areas beyond the Guided Busway where there may be existing or new public realm is beneficial, but insufficient.

Noting that the applicant team is aiming to reinforce streetscape nature with the project, there is also a wonderful opportunity for community interaction at street level. In the Panel's view, there should be no barrier to the public entering the landscaped space currently shown on the podium. But while it is laudably intended to be welcoming and stated that the public can easily access the space, the actual relationship between the public and private realm and the transition between them via the podium does not seem to work yet. The Panel acknowledges that it is problematic to do more in design terms when there is no known end user for the building and security may be an issue; it is accepted that the extent to which the frontage landscaping can be 'open and welcoming' may change. As currently designed however, the Panel is uncertain as to how often, and where the building's users and the public will make use of it. The new public realm is north-east facing and although it will be possible for landscaping to work here, it will have its own



microclimate and will be quite dark and cool, such that it is likely to be less inviting than intended. There is also a tension with providing public space on Kings Hedges Road (or alternatively at its junction with Kirkwood Road), in the ways being suggested for employees, visitors and the local community, as both locations are on roads that are busy at certain times of day.

At present, the proposal gives little to the street; consideration could be given to creating space for e.g. food vans for increasing daytime activation. A link with the Daily Bread Cooperative in Kilmaine Close e.g., welcoming them into the ground floor of the building as a public use could also prove highly successful.



*Proposed Ground Floor Plan – extracted from the applicant’s presentation document*

*The above comments represent the views of the Greater Cambridge Design Review Panel and are made without prejudice to the determination of any planning application should one be submitted. Furthermore, the views expressed will not bind*

*the decision of Elected Members, should a planning application be submitted, nor prejudice the formal decision making process of the council.*

## **Contact Details**

Please note the following contacts for information about the Greater Cambridge Design Review Panel:

Joanne Preston (Joint Panel Manager)

[joanne.preston@greatercambridgeplanning.org](mailto:joanne.preston@greatercambridgeplanning.org)

+44 7514 923122

Bonnie Kwok (Joint Panel Manager)

[bonnie.kwok@greatercambridgeplanning.org](mailto:bonnie.kwok@greatercambridgeplanning.org)

+44 7949 431548

Katie Roberts (Panel Administrator)

[Katie.roberts@greatercambridgeplanning.org](mailto:Katie.roberts@greatercambridgeplanning.org)

+44 7871 111354

Greater Cambridge Shared Planning  
Cambridge City Council - Appeals for Committee



## Appendix 1: Decisions Notified By The Secretary of State

NO RESULTS

## Appendix 2: Appeals received

REFERENCE	SITE ADDRESS	DETAILS	DATE LODGED
23/02957/HFUL (3341078)	67 Shelford Road Cambridge Cambridgeshire CB2 9NB	Single storey rear extension	20/03/2024
23/03069/FUL (APP/Q0505/W/24/3341608)	2 Sussex Street Cambridge Cambridgeshire CB1 1PA	Installation of electronically operated security shutter to front entrance of shop premises	28/03/2024

## Appendix 3a: Local Inquiry dates scheduled

NO RESULTS

## Appendix 3b: Informal Hearing dates scheduled

NO RESULTS

## Appendix 4: Appeals Awaiting Decision from Inspectorate

REFERENCE	SITE ADDRESS	DETAILS	REASON
23/00566/FUL (APP/Q0505/W/23/3324785)	Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS	Installation of a modern, multifunction Hub unit featuring an integral advertisement display and defibrillator	Refusal of planning permission (Delegated Decision)
23/00567/ADV (APP/Q0505/Z/23/3324786)	Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS	Installation of 1no 86 inch LCD screen capable of showing illuminated static displays in sequence.	Refusal of planning permission (Delegated Decision)
23/00962/ADV (APP/Q0505/Z/23/3325985)	3-4 Market Hill Cambridge Cambridgeshire CB2 3NJ	Retention of 2no non-illuminated fascia signs, 2no non-illuminated	Refusal of planning

		double sided projecting signs, delivery drivers ID signage, manifestations to entrance doors glazing windows and 4no barrier banners in RAL 2003 with screen printed white logo.	permission (Delegated Decision)
23/01238/LBC (APP/Q0505/Y/23/3327462)	3-4 Market Hill Cambridge Cambridgeshire CB2 3NJ	Retention to install of 2no non-illuminated fascia signs, 2no non-illuminated double sided projecting sign, delivery drivers ID signage, manifestations to entrance doors glazing windows and 4no barrier banners in RAL 2003 with screen printed white logo.	Refusal of planning permission (Delegated Decision)
23/00100/FUL (APP/Q0505/W/23/3333215)	Land Adjacent To 60 High Street Trumpington Cambridge Cambridgeshire CB2 9LS	Extension and conversion of existing garage into a single bed dwelling.	Refusal of planning permission (Delegated Decision)
23/00804/FUL (APP/Q0505/W/23/333216)	37 Natal Road Cambridge Cambridgeshire CB1 3NS	Erection of 5No. dwellings following demolition of existing bungalow	Refusal of planning permission (Delegated Decision)
23/01362/FUL (APP/Q0505/W/23/3335278)	17 - 19 Radegund Road Cambridge Cambridgeshire CB1 3RH	Erection of 2no two-storey dwellings to the rear of 17-19 Radegund road	Refusal of planning permission (Delegated Decision)

## Appendix 5: Appeals Pending Statement

REFERENCE	SITE ADDRESS	DETAILS	STATEMENT DUE
23/01039/FUL (APP/Q0505/W/23/3333426)	45 Highworth Avenue Cambridge Cambridgeshire CB4 2BQ	Residential redevelopment comprising two detached dwellings to the rear with garages on the site frontage along with cycle parking and associated infrastructure following demolition of existing buildings on site. Resubmission of 22/05407/FUL	19/04/2024
22/03677/FUL (APP/Q0505/W/24/3337163)	104A Flat At Mill Road Cambridge Cambridgeshire CB1 2BD	Alteration to existing maisonette, addition of dormers to second floor, first-floor rear extension and ground floor rear extension to form 3no 1 bedroom self-contained flats	22/04/2024
23/01554/FUL (3335078)	Land Adjacent To Grafton House Maids Causeway Cambridge Cambridgeshire CB5 8DD	Erection of new office building (use class E) and associated development, infrastructure and works	13/05/2024

23/03417/FUL (3336796)	184 Thoday Street Cambridge Cambridgeshire CB1 3AX	Two storey side and single storey rear extensions and change of use from 6 bed HMO (C3) to large 6 bed HMO (8 people) sui generis, along with bike shed storage to the rear.	14/05/2024
23/00456/FUL (APP/Q0505/W/23/3331695)	12 Silverwood Close Cambridge Cambridgeshire CB1 3HA	Residential development consisting of 1no. one and half storey detached dwelling with associated access, parking and amenity (revised proposal following a withdrawal).	14/05/2024

Data extracted at: 2024/04/10 07:57:40

This page is intentionally left blank