



Joint Development Control Committee

Date: Wednesday, 20 September 2023

Time: 10.00 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ [access the building via Peashill entrance]

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

Agenda

- 1 Apologies
- 2 Declarations of Interest

Pre-application Developer Briefing

- 3 440 Cambridge Science Park, Milton, Cambridge
Proposal: Construction of an employment building (lab use - use class E) with associated car parking, cycle parking and landscaping
Developer: Trinity College Cambridge

Applications

- 4 23/01779/FUL - Land North of Dame Mary Archer Way and East and West of Papworth Road, Cambridge (Cambridge University Hospitals Car Parks) (PAGES 5 - 42)
- 5 23/01857/S73 - Land South of Robinson Way, Addenbrookes Hospital (RSC40 / Orthopaedic Theatres) (PAGES 43 - 68)
- 6 23/01938/S73 - Land North of Newmarket Road, Fen Ditton (PAGES 69 - 96)
Marleigh (Phase 1a) - Re-orientate seven houses that front Gregory Park (Lot D3) and to replace eight carports with garages (D3)

- 7 23/01939/S73 - Land North of Newmarket Road, (PAGES 97 -
Fen Ditton 124)
Marleigh (Phase 1b) - Replace 6 two storey houses with three storey
and 5 carports with garages

Miscellaneous Item

- 8 Appeals against planning decisions - September (PAGES 125 -
2023 update 132)
The report and appendices contains exempt information during which
the public is likely to be excluded from the meeting subject to
determination by the Committee following consideration of a public
interest test. This exclusion would be made under paragraph 5 of Part
1 of Schedule 12A of the Local Government Act 1972.

Joint Development Control Committee Members:

Cambridge City Council: Cllrs S. Smith (Vice-Chair), Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Gilderdale, Levien, Nestor and Nethsingha

South Cambridgeshire District Council: Cllrs Bradnam (Chair), Cahn, Fane, Hawkins, Stobart and R.Williams, Alternates: Cone, Garvie, J.Williams and H.Williams

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23/01779/FUL – Land North Of Dame Mary Archer Way And East And West Of Papworth Road, Cambridge

Application Details

Planning Committee Date: 20 September 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Queen Edith's

Proposal: Change of use of land to car parks for a temporary period of up to 10 years, including hard surfacing, vehicular access, pedestrian walkways, barriers, CCTV, electric vehicle charging points, bus shelter, lighting columns and associated infrastructure and landscaping

Applicant: Cambridge University Hospitals NHS Foundation Trust

Presenting officer: Michael Sexton, Principal Planner

Reason presented to committee: This application is within the JDCC administrative area and comprises non-residential development on a site having an area of 1 hectare or more

Member site visit date: n/a

Key Issues:

1. Principle of Development
2. Context of the Site, Design and External Spaces
3. Landscape
4. Transport, Highway Safety and Parking
5. Sustainability
6. Biodiversity
7. Water and Flood Risk Management
8. Other Environmental Considerations

Recommendation: Approve this full planning application subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives.

Report contents

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Table 1: Contents of report

1. Executive summary

- 1.1 The application seeks full planning permission for the change of use of land to car parks for a temporary period of up to 10 years, including hard surfacing, vehicular access, pedestrian walkways, barriers, CCTV, electric vehicle charging points, bus shelter, lighting columns and associated infrastructure and landscaping.
- 1.2 The proposed temporary car parks would provide 346 spaces; 337 being existing spaces displaced by the proposed Cambridge Cancer Research

Hospital and resulting closure of car parks A, B and C, and a further nine spaces arising from the uplift in floor space associated with the proposed Cancer Hospital development. These parking requirements are based on the findings of the “CUH Car Parking Strategy to 2025/2026”, which supports the application.

- 1.3 A temporary permission is sought until such time that major strategic transport infrastructure developments (including the Cambridge South Station and Cambridge South East Transport Scheme), come forward and deliver a modal shift towards sustainable travel modes to and from the campus that negates the need for the car parks. The application site would then become available for redevelopment as part of the wider masterplan for the hospital. A temporary permission would not prejudice future development on the campus and would align with key principles coming forward through the emerging updated masterplan for the Cambridge Biomedical Campus, which includes a reduction in car dependency.
- 1.4 The proposed development would incorporate soft landscaping and new tree planting, deliver a net gain in biodiversity, provide 39 electric vehicle charging spaces and incorporate appropriate drainage arrangements, in accordance with relevant planning policy.
- 1.5 The proposed temporary car parks represent an essential facility to support the continued operation of the existing hospital and the delivery of the proposed Cambridge Cancer Research Hospital.
- 1.6 Officers recommend that the Joint Development Control Committee approves the application subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives as appropriate.

2. Site Description and Context

- 2.1 The application sites form two parcels of land either side of Papworth Road within the Cambridge Biomedical Campus (CBC).
- 2.2 The sites comprise approximately 1.5 hectares, with approximately 0.66 hectares of land forming the western car park and approximately 0.84 hectares of land forming the eastern car park.
- 2.3 The proposed western car park is located to the west of Papworth Road, east of Francis Crick Avenue and north of the existing Cambridge University Hospitals (CUH) helipad and its associated exclusion zone. To the north is an area of surface level car parking with the Royal Papworth Hospital and the recently constructed University of Cambridge Heart and Lung Research Institute beyond. To the east is a multi-storey car park.

- 2.4 The proposed eastern car park is located east of Papworth Road, west of the orthopaedic theatres that are currently under construction and south of an existing multi-storey car park.
- 2.5 The western site is previously developed vacant land comprising the former site compound for the Project Atria (Heart and Lung Institute) which has been stripped resulting in a lowered ground-level and is currently left as scrub with some hardstanding. The eastern site is currently in use as a site compound that is expected to be vacated soon.
- 2.6 The sites are within the Waste Consultation Area, and a Mineral and Waste Area of Search. It is within the Cambridge Airport Safeguarding Zone for consultation on any structure greater than 15 metres above ground level. The sites include small areas within Flood Zones 2 and 3, and small areas at risk of surface water flooding. It does not fall within a Conservation Area and there are no listed buildings on sited on or adjacent to the site. There are no Tree Preservation Orders on the site.

3. The Proposal

- 3.1 The proposal is for change of use of land to car parks for a temporary period of up to 10 years, including hard surfacing, vehicular access, pedestrian walkways, barriers, CCTV, electric vehicle charging points, bus shelter, lighting columns and associated infrastructure and landscaping.
- 3.2 The proposed temporary car parks would accommodate displaced car parking arising from the proposed Cambridge Cancer Research Hospital (CCRH) and resulting loss of existing car parks A, B and C. They would also facilitate the additional parking requirements generated by the CCRH until such time as strategic transport improvements remove the need for up to 400 staff car parking spaces. The application sites would then become available for redevelopment as part of the wider masterplan for the hospital.
- 3.3 The proposed scheme would provide 346 spaces, as informed by the CUH Car Parking Strategy to 2025/26. 337 of these spaces arise from the displaced parking associated to the CCRH development, with a further nine spaces (3 staff and 6 visitor) derived from the uplift in floor space associated to the proposed CCRH building.
- 3.4 The western car park would accommodate 121 spaces comprised entirely of standard parking bays, 30 of which would be bookable spaces. As amended, the eastern car park would accommodate 225 spaces comprised of 177 standard bays, 30 standard electric vehicle (EV) charging spaces and 18 blue badge bays, of which nine would be EV spaces (total of 39 EV charging spaces).
- 3.5 No cycle parking is proposed as part of the development nor is any required; there is no existing provision within car parks A, B and C that would be displaced by the CCRH development. CCRH will be required to make

appropriate cycle parking provision within the red line boundary associated with that separate planning application (planning ref. 23/00240/FUL).

Application Documents

3.6 In addition to the application forms and architectural drawings, the application is accompanied by the following supporting information:

- Arboricultural Survey
- Archaeological Report
- CUH Car Parking Strategy to 2025/2026
- Design, Access and planning Statement
- Ecological Assessment
- Flood Risk and Drainage Strategy (and associated plans)
- Landscape Management and Maintenance Plan
- Phase I and II Geo-Environmental Assessment
- Sustainability Checklist
- Transport Statement

4. Relevant Site History

4.1 The application site and adjoining land has been subject to an extensive planning history, which is set out in full in **Appendix 1**. Table 2 below provides a summary of key planning permissions.

Reference	Description	Decision
Cancer Research Hospital		
23/00240/FUL	Redevelopment of existing parking area to provide a new Cambridge Cancer Research Hospital building (C2 use) with alterations to existing access arrangements, underground link tunnel, public realm works, hard and soft landscaping, and associated works	pending
Helipad		
22/00241/FUL	Installation of a helicopter landing pad, wind sock, lighting, access road and associated works - temporary permission for 4 years	Approved (04-May-22)
CBC Phase 1 Land		
21/04336/REM	Reserved Matters application pursuant to 06/0796/OUT (as amended by 21/01584/S73) for a new Cambridge Children's Hospital (CCH), hard and soft landscaping, internal roads, and ancillary infrastructure. Discharge of Condition 14 (Amenity Space Strategy) pursuant to outline approval 06/0796/OUT	Approved (18-Mar-22)

06/0796/OUT	Up to 215,000sqm floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure	Approved (15-Oct-09)
CBC Phase 2 Land		
16/0176/OUT	Development of up to 75,000 sqm floor space (excluding plant areas) of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1; ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2); up to two multi storey car parks; open space and landscaping and all other associated supporting infrastructure	Approved (09-May-17)
RSC 40 / Orthopaedics		
23/01857/S73	S73 to vary Conditions 3 (Approved Plans), 8 (Hard and Soft Landscape Works), 9 (Landscape Implementation) of planning ref: 22/02591/FUL	pending
22/02591/FUL	Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 year	Approved (25-Aug-22)

Table 2: Relevant Planning History Summary

5. Policy

5.1 A list of relevant planning policy is provided in **Appendix 2**.

6 Consultations

6.1 **Access Officer** – Comment

6.2 26 June 2023

Car park needs 18 blue badge spaces. NHS guidance, the Local Plan and to meet Building Regulations all have the figure of 5% of parking spaces.

6.3 16 June 2023

One car park has 121 spaces, but no Blue Badge spaces, this should have 7 marked Blue Badge spaces.

6.4 **Anglian Water** – No comments

6.5 **Cambridgeshire Fire and Rescue** – No objection

6.6 **Designing Out Crime Officer** – Comments

6.7 Offer the following comments:

- Lighting - would like to see a copy of the lighting plan once available.
- Access Control/ANPR - seek confirmation on what access control measures will be installed and if there will be inclusion of ANPR cameras on entry and exit.
- CCTV - will the proposed CCTV linked into the existing monitored CCTV and security provision.
- Fencing - A clearly defined boundary will mark the private area of the car park and provide a secure line.

6.8 **Ecology Officer** – No objection

6.9 Request a standard informative on nesting birds be included with the decision notice.

6.10 **Environment Agency** – No objection

6.11 **Environmental Health Officer** – No objection

6.12 Recommend conditions for hours of works, construction deliveries, dust control, external lighting, unexpected contamination and EV charging points along with an informative relating to the Greater Cambridge Sustainable Design and Construction SPD.

6.13 **Historic Environment Team (County Archaeology)** – No objection

- 6.14 Recommend a condition requiring the submission of a written scheme of investigation.
- 6.15 **Landscape Officer** – No objection
- 6.16 Recommend conditions for hard and soft landscaping details, tree pits, lighting and details of signage and wayfinding.
- 6.17 **Lead Local Flood Authority** – No objection
- 6.18 Recommend conditions to secure surface water drainage scheme, including maintenance, and measures to control additional surface water drainage during construction along with informatives relating to ordinary watercourse consent and pollution control.
- 6.19 **Local Highways Authority** – No objection
- 6.20 **Sustainability Officer** – No objection
- 6.21 **Transport Assessment Team** – No objection

7 Publicity

7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site Notice	Yes
Advertisement	Yes

8 Third Party Representations

8.1 None received.

9 Member Representations

9.1 None received.

10 Local Groups

10.1 None received.

11 Planning Background

11.1 The sites are located within Addenbrooke's Hospital Campus and within the 'Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change' covered by Policy 17 of the Cambridge Local Plan 2018, and the site allocation 'M15' supported by Policy 27.

- 11.2 The sites are within the red line boundary of the outline consent for Phase 1 of the Cambridge Biomedical Campus (06/0796/OUT and subsequent section 73 consents). However, submission of reserved matters under this outline consent expired in October 2021.

Cambridge University Hospitals Masterplan (January 2010)

- 11.3 A strategic vision for the Cambridge University Hospitals (CUH) Addenbrooke's site was set out in a masterplan prepared by Allies & Morrison, which was published in January 2010. The aim of the masterplan was to develop a robust, flexible and sustainable framework for the development and regeneration of the existing facilities to serve a growing Cambridge. The masterplan was a development of the Trust's own 2020 Vision for the Cambridge Biomedical Campus as an international centre of excellence for patient care, biomedical research and healthcare education and
- 11.4 This set out guiding principles for restructuring the site and externalising entrances and activating a street-based approach to the campus. The strategic masterplan established the guiding principles to support the development of the wider Cambridge Biomedical Campus (CBC) and set the direction to ensure integration of development on the CBC Phase 1 land, as well as within the wider CBC Campus.
- 11.5 Whilst the CUH masterplan was not formally adopted by the Council, reference is made to the masterplan at paragraph 3.51 of the supporting text to Policy 17 of the Cambridge Local Plan (2018).
- 11.6 Discussions on an update to the masterplan are currently underway.

Cambridge Biomedical Campus: Updated Masterplan

- 11.7 The growth of the campus and the emerging enhanced accessibility options, including Cambridge South Station, along with a clearer understanding of constraints, means that the 2010 masterplan needs to be updated alongside the Local Plan review process to take account of the changes of approach and possibilities these bring.
- 11.8 The First Proposals Greater Cambridge Local Plan supports development on the Cambridge Biomedical Campus to meet local, regional or national health care needs or for biomedical and biotechnology research and development activities, related higher education and sui generis medical research institutes, associated support activities to meet the needs of employees and visitors, and residential uses where it would provide affordable and key worker homes for campus employees. In January 2023, Members confirmed the inclusion of the Cambridge Biomedical Campus as part of the wider Development Strategy for the emerging Local Plan.
- 11.9 Dialogue is ongoing with officers of the Greater Cambridge Shared Planning Service as part of the collaborative approach to developing a spatial

framework for the wider site, as part of the potential allocation in the Greater Cambridge Local Plan.

- 11.10 An updated masterplan will then need to be prepared by the campus, to improve the overall experience of the site for staff and visitors, reflecting the requirements and aspirations set out in any future Local Plan allocation and spatial framework. This should maximise opportunities to improve the 'legibility' of the Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space, as well as explore opportunities to enhance connections with the strategic transport improvements.
- 11.11 As part of this work, both the Local Plan allocation and future updated masterplan will need to consider a range of matters including future clinical needs, phasing of replacement and upgrades to the hospital, infrastructure requirements and car parking provision.
- 11.12 The application seeks to align with the vision for the campus to ensure the proposed temporary car parks don't prejudice future development, to enable a long-term comprehensive development to take place and has been developed alongside the application for the proposed Cambridge Cancer Research Hospital. This includes seeking a temporary consent given the potential future use of the land and the intentions to reduce car dependency as major transport infrastructure developments are delivered and provide a subsequent modal shift in accessing the campus.

Pre-application Engagement

- 11.13 The proposals have been discussed with Council officers as part of a detailed pre-application dialogue. The developer has also sought input from Cambridgeshire County Council and their Transport Team, sharing those comments with the shared planning service as part of the pre-application submission.
- 11.14 Through pre-application discussion the following key areas were highlighted and refined prior to the submission of the formal planning application:

Principle of Development:

- In addition to the current policy and masterplan, it is important for the proposals to be presented in the context of the emerging CUH masterplan review.
- Suitable justification for the temporary 10-year period and alignment with strategic infrastructure.

Transport:

- Support County comments about the need for pedestrian access routes to the east from the western car park.
- The proposal would need to be linked to the CCRH development and only carried out following implementation of any CCRH consent.

Siting and Layout

- Need to demonstrate no conflict with the operation of the helipad (including through landscape details – i.e., flocking birds).
- Requirement for detailed pedestrian connections from car parks to key destinations, which should inform the layout, including shuttle bus.

Access

- Number of blue badge spaces supported, representing an overall increase and provision within eastern car park along with blue badge electric vehicle charging spaces welcomed.

Landscaping

- Opportunities should be taken to incorporate soft landscaping, particularly trees.
- Sustainable drainage proposals to be considered and incorporated.
- Tree survey required.

Biodiversity

- Temporary planning permissions are not excluded from mandatory biodiversity net gain requirements in the Environment Act 2021. Therefore, consistent with this approach, the proposals should demonstrate a biodiversity net gain of at least 10%.

11.15 The developer has responded positively to the pre-application discussions and sought to enhance the scheme following officer guidance.

11.16 The formal application addresses the key points noted above through the submission of detailed technical documents, including a parking strategy and biodiversity report, refinement of the layout incorporating greater quantities of soft landscape, and illustrating connectivity to the wider campus through a pedestrian movement and accessibility plan (which supports written technical documents).

12 Assessment

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

- Principle of Development
- Environmental Impact Assessment
- Context of the Site, Design and External Spaces
- Landscape
- Transport, Highway Safety and Parking
- Sustainability
- Biodiversity
- Water and Flood Risk Management
- Other Environmental Considerations

13 Principle of Development

Proposed Development

- 13.1 The application seeks full planning permission for the change of use of land to car parks for a temporary period of up to 10 years, and associated works.
- 13.2 The application sites are within the established Addenbrookes and Cambridge Biomedical Campus. The proposed temporary use seeks to accommodate displaced car parking arising from the proposed CCRH development and resulting loss of existing car parks A, B and C.
- 13.3 The car parks are required for a temporary period until the delivery of strategic transport improvements to enable a shift towards sustainable travel modes to and from the campus.
- 13.4 The temporary nature of the proposal means that the land subject to the application will become available for development as part of the campus masterplan and CBC phase 1, once the anticipated modal shift in accessing the campus has been realised and the demand for car parking reduced.
- 13.5 To ensure integration with the wider Campus and its healthcare functions, new pedestrian links are to be created as part of the development to allow safe and direct access to surrounding facilities. These would aid legibility and usability of the sites and connect the proposed car parks to the existing network of cycle and pedestrian routes and public realm within the campus. This connectivity is illustrated on a 'Pedestrian Movement and Accessibility Plan' submitted in support of the application (drawing number 332210950-5501-001 P02).
- 13.6 The proposed development represents an essential facility to support the continued operation of the existing hospital, the delivery of CCRH, and the development of the campus and therefore accords with the aims and objectives of Policies 14 and 17 of the Cambridge Local Plan.

Temporary Permission

- 13.7 Although the description of development seeks a temporary permission for a period of up to 10 years, the need for the parking spaces is closely related to the operation of both Cambridge South Station and Cambridge South East Transport Scheme (CSETS). This is acknowledged in paragraphs 1.5 and 2.22 of the Planning Statement submitted in support of the application, which set out that the new transport infrastructure could free up around 400 staff car parking spaces at the hospital campus in the next seven to ten years.
- 13.8 Paragraph 1.5 of the Planning Statement acknowledges that the parking may only be needed for a temporary period of seven years but seeks a backstop period of 10-years to allow a degree of flexibility in terms of infrastructure delivery and realising the expected modal shift. This is not

considered unreasonable, although officers consider that any time limit condition should make clear reference to the delivery and operation of the strategic transport improvement schemes.

- 13.9 A temporary period can be secured by way of planning condition, providing a time limit for use of the development up to 31 December 2033 (i.e., maximum of 10 years), or within 12 months of the operation of both Cambridge South Station and the Cambridge South East Transport Scheme, whichever is sooner **(Condition 1 – time limit)**.
- 13.10 As part of any time limit restriction, it is considered reasonable and necessary to secure the condition to which the land is to be restored following the expiry of its use as car parks. In this instance it is anticipated that the land would be restored to a serviced plot with underground services and connections as part of the wider CBC Phase 1 land. However, the time limit condition will require full details to be provided to the Local Planning Authority through a schedule of works prior to the commencement of any restoration works **(Condition 1 – time limit)**.
- 13.11 As detailed above, the proposed temporary car parks are intrinsically linked to the delivery of the proposed CCRH development and associated loss of existing car parks A, B and C; the proposal is not seeking to provide significant numbers of additional car parking spaces within the campus. The application is supported by an 'Existing Car Parks A, B & C Location Plan (drawing number 3322109950_100_007 P01), which illustrates the location of existing the car parks related to the application and that they fall within the ownership of the applicant.
- 13.12 As the proposal effectively seeks to provide for displaced car parking, it is considered reasonable and necessary to control the first use of the proposed car parks such that they are not operated without the closure of existing car parks. This can be secured by planning condition **(Condition 3 – first use)**.
- 13.13 Subject to the recommended conditions, the temporary use is considered acceptable.

Conclusion

- 13.14 The proposed temporary car parks represent an essential facility to support the continued operation of the existing hospital, the delivery of CCRH, and the development of the campus in advance of Cambridge South Station and CSETS coming into operation. The principle of development is therefore considered to align with the aims and objectives of Policies 14 and 17 of the Cambridge Local Plan 2018.
- 13.15 The temporary period of use, restored land condition for future use, and direct link to the closure of existing car parks can be secured by planning condition.

- 13.16 Overall, and subject to the recommended conditions, there is no in principle objection to the proposed development, which is considered to accord Policies 1, 5, 14 and 17 of Cambridge Local Plan 2018 and relevant paragraphs of the NPPF.

14 Environmental Impact Assessment

- 14.1 The outline application for the development of CBC Phase 1 (planning ref. 06/0796/OUT), within which the application sites are located, fell within the remit of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with that application, which identified the likely significant environmental effects of the outline development.
- 14.2 There is no formal Screening Opinion directly associated to this full application. However, officers have had due regard to the EIA Regulations as part of the consideration of the proposed development.
- 14.3 The proposal is not Schedule 1 development under the EIA Regulations 2017.
- 14.4 The proposal falls within Schedule 2, Criteria 10(b) 'Urban Development Projects' being a development for car parks and exceeds the thresholds of Column 2 by virtue being a development of more than 1 hectare of urban development which is not dwellinghouse development.
- 14.5 However, the characteristics of the development, sensitivity of the location and effects of the development are not considered to result in significant impacts on the environment which would require the submission of an Environmental Statement.
- 14.6 Officers are satisfied that the proposed development would not constitute EIA development.

15 Context of the Site, Design and External Spaces

- 15.1 The application sites form two parcels of land either side of Papworth Road within the CBC and comprises approximately 1.5 hectares, with approximately 0.66 hectares forming the western car park and approximately 0.84 hectares forming the eastern car park.
- 15.2 The proposed western car park is located to the west of Papworth Road, east of Francis Crick Avenue and north of the helipad and its associated exclusion zone. To the north is an area of surface level car parking with the Royal Papworth Hospital and the recently constructed University of Cambridge Heart and Lung Research Institute beyond. To the east is a multi-storey car park.

- 15.3 The proposed eastern car park is located east of Papworth Road, west of the orthopaedic theatres that are currently under construction and south of an existing multi-storey car park.
- 15.4 The proposed car parks would be in keeping with their surroundings, particularly given the presence of existing areas of parking in the immediate vicinity. The development seeks to integrate areas of soft landscaping to mitigate the impact of development and respond to their context within the campus.
- 15.5 The proposals seek to connect to, and integrate with, the locality and existing network of roads and footpaths which provide accessibility in and around the campus through the provision of pedestrian walkways, new and enhanced crossing points, a bus shelter and lighting columns. Details of signage and wayfinding are to be secured by planning condition (**Condition 11 - Wayfinding and Signage**).
- 15.6 The proposed temporary car parks are not considered to result in significant harm to the character or visual amenity of the area and to respond to their location and function within the campus.
- 15.7 The proposal is considered to accord with Policies 14, 17, 55, 56 and 59 of the Cambridge Local Plan.

16 Landscape

- 16.1 The existing condition of the sites provide limited notable landscape features. However, the layout of the proposed car parks seek to retain existing structural vegetation where possible and propose significant additional planting to integrate the development with its surroundings, provide biodiversity net gain, shading and visual amenity.
- 16.2 The western car park incorporates a strip of landscaping and additional tree planting on its western edge adjacent to the point of access to Francis Crick Avenue. Along its southern boundary an area of species rich grassland is provided with some further tree planting along the south eastern edge. The northern edge of the site provides a footpath directly adjacent to existing hardstanding and access road to the north.
- 16.3 The eastern car park provides a strip of soft landscaping with tree planting along its western and southern boundaries adjacent to Papworth Road and Dame Mary Archer Way. The additional tree planting strengthens the existing character of trees lining the highway and softens the impact of the development.
- 16.4 Three existing trees are to be removed to accommodate the proposed development, two of which are Category U (those in such a condition that they cannot realistically be retained as living trees in the context of the

current land use for longer than 10 years) and the other a Category B (trees of moderate quality).

- 16.5 The removal of one Category B tree is necessary to accommodate the vehicular access to the western car park and unavoidable given the extent of existing planting along that boundary. The proposed landscape plan shows that a replacement tree is proposed close to the tree to be removed, to retain the tree frontage along Francis Crick Avenue. The loss of one Category B tree is considered acceptable in this instance, noting that the proposal seeks to plant an additional 30 trees within the layout of the site.
- 16.6 The application has been subject to formal consultation with the Council's Landscape Officer, who raises no objection to the proposal subject to conditions. Those conditions have been further reviewed and given the level of detail submitted in support of the application, some can be secured as compliance conditions rather than conditions requiring further submission.
- 16.7 Details of hard and soft landscaping and its maintenance can be secured by compliance condition **(Condition 2 – approved plans, Condition 13 – hard and soft landscaping compliance, Condition 14 – landscape maintenance)** with the submission of further details relating street furniture and boundary treatments considered reasonable and necessary to ensure the development is incorporated appropriately with its surroundings **(Condition 7 – street furniture and boundary treatments)**.
- 16.8 A condition to secure full details of tree pits prior to their installation is also considered appropriate **(Condition 8 – tree pits)**.
- 16.9 The Landscape Officers comments also raise that no details of lighting have been provided and should be secured. Officers consider a lighting condition would be appropriate as part of any consent, also noting the comments of the Council's Environmental Health Team **(Condition 10 – external lighting)**.
- 16.10 Subject to the recommended conditions, the proposal is considered to accord with Policies 55, 56, 59 and 69 of the Cambridge Local Plan.

17 Transport, Highway Safety and Parking

Transport Impact

- 17.1 The application is supported by a Transport Statement (Stantec, July 2023) and CUH Car Parking Strategy to 2025/2026 (Stantec, March 2023), both of which refer to the CCRH application and subsequent need for the proposed temporary car parks.
- 17.2 The Statement notes that the CCRH application is accompanied by its own Transport Statement prepared by AECOM and that the car parking strategy set out within the AECOM Statement aligns with the updated CUH Car

Parking Strategy to 2025/6. The proposals set out within the Stantec Statement, seek to create a comprehensive, holistic and deliverable strategy for car parking across the CBC site.

- 17.3 The Statement details that CCRH will generate an off-site car parking demand of 346 spaces, comprising 337 displaced spaces and an additional nine based on an uplift in floor area for when existing departments relocate to the new CCRH building.
- 17.4 The Statement demonstrates that the proposed relocation of car parking is not forecast to result in any significant impact on the wider transport network as the origins and destinations for trips are unlikely to change. Consequently, the development proposals are expected to result in a negligible impact on vehicular trips within the CBC. The associated rerouting to reach the proposed car parks is not anticipated to have any adverse impact on operation of the internal CBC highway network or facilities within the campus.
- 17.5 The application has been subject to formal consultation with Cambridgeshire County Council's Transport Assessment Team, who raise no objection to the proposal given the minimal impact on the highway network surrounding the site.
- 17.6 The proposed car parks will see a minor increase in car parking spaces provided, with an uplift of nine spaces. This increase is not considered to result in any notable impact on the highway network surrounding the site. Furthermore, it is not expected that the position of the new car parks within Campus site will lead to a redistribution of trips on the surrounding highway network.
- 17.7 The proposed car parks are located such that they are well served by the existing internal road network. Route choice to the Campus will be dictated by the origin of car trips rather than the destination as the internal roads are less congested than the surrounding highway network in peak hours.
- 17.8 The proposed development is not considered to result in harm to the highway network.

Highway Safety

- 17.9 The application has been subject to formal consultation with the Local Highways Authority, who offer no comment beyond referral to the Transport Assessment Team given the accesses relate to the internal CBC highway network.
- 17.10 Each car park is provided with a single point of vehicular access, with the western car park accessed from Francis Crick Avenue and the eastern car park from Papworth Road. Both access points would provide suitable vehicle visibility splays to a safe means of access.

17.11 The safety of pedestrians accessing the car parks and surrounding areas has been considered, and the proposed internal measures to link to existing facilities are acceptable, including new and upgraded points of crossing. Connectivity to the existing road and footpath network is illustrated on the 'Pedestrian Movement and Accessibility Plan' submitted in support of the application (drawing number 332210950-5501-001 P02) and arrangements considered acceptable.

17.12 The proposed development is not considered to result in harm to highway safety.

Parking

17.13 Policy 82 of the Local Plan refers to parking standards as set out in Appendix L of the Plan, which in turn sets out that the parking requirements for hospitals is on merit.

17.14 As noted throughout this report, the application seeks to provide 346 spaces, comprising 337 displaced spaces and an additional nine based on an uplift in floor area for when existing departments relocate to the new CCRH building.

17.15 The submitted CUH Parking Strategy to 2025/2026 informs the required levels of car parking and considers the existing parking conditions, the consented Children's Hospital, the RSC40 retention, change of use and extension and the proposed CCRH to ensure that the off-plot parking demands of these developments up to 2025/26 can be accommodated.

17.16 The Strategy represents the first review of the strategy since the 2018 Parking Strategy Addendum, which accompanied the application for the Royal Papworth Hospital.

17.17 The Strategy demonstrates that there is no demand for new off-plot car parking requirements generated by the Children's Hospital of the RSC40 developments while CCRH is expected to generate a need for a further nine car parking spaces given the uplift in floor space, with no residual capacity available to absorb that need.

17.18 The Strategy acknowledges planned strategic transport infrastructure have the potential to deliver a modal shift that would more than offset the identified parking need, citing 407 spaces against 346 spaces. As a result, the strategy for the CCRH is the provision of temporary car parks until strategic transport infrastructure projects can phase out the need for the car parks.

17.19 The Strategy notes that beyond 2025, any development additional to that identified within the Strategy will require the construction of MSCP3, unless it can be demonstrated there is residual capacity in existing car parks to address any further demand.

- 17.20 Officers accept the findings of the Strategy and consider that appropriate levels of car parking are proposed, as informed by existing and planned demand with reference to expected future modal shifts, with an acceptable mix of standard, blue badge and EV spaces provided. As noted earlier in this report a temporary consent is supported.

Conclusion

- 17.21 The proposed development is not considered to result in harm to the highway network or highway safety, and to provide an appropriate level of car parking within the campus, which is well connected to the existing campus network.
- 17.22 The provision of temporary car parks is considered appropriate and to align with anticipated modal shifts and the aims and objectives of the emerging masterplan for CBC.
- 17.23 The proposal would accord with Policies 1, 14, 17, 81 and 82 of the Cambridge Local Plan.

18 Sustainability

- 18.1 The application is supported by a Sustainability Checklist, which provides a response to the questions required to be answered as part of the Supplementary Planning Documents / Guidance (SPD/G), in particular the Greater Cambridge Sustainable Design and Construction SPD.
- 18.2 The checklist demonstrates where the proposals have sought to comply with relevant sections of the SPD, including the provision of electric vehicle charging, but that by virtue of the nature of the proposed developments many sections are not relevant to the proposals, such as BREEAM assessments and water consumption.
- 18.3 The application has been subject to formal consultation with the Council's Sustainability Officer, who raises no objection to the proposal.
- 18.4 Given the temporary nature of the proposals and the small net increase in car parking provision proposed, officers consider there to be no material sustainable design and construction issues with the proposals, which do not trigger any local policy requirements related to carbon emissions reductions or sustainable construction. The inclusion of EV charge points, both active and passive, is welcomed and supported and secured by condition **(Condition 9 – electric vehicle charging)**.
- 18.5 Taking the above into account, the proposal would not conflict with Policies 17, 28, 29 and 31 of the Cambridge Local Plan 2018, or guidance contained in the Greater Cambridge Sustainable Design and Construction SPD.

19 Biodiversity

- 19.1 The application is supported by an Ecological Assessment (Derek Finnie Associates, April 2023), a Landscape Management and Maintenance Plan (David Jarvis Associates, July 2023) and, as amended, a Biodiversity Net Gain (BNG) Metric 4.0.
- 19.2 The Assessment sets out that the site was found to comprise improved grassland in the west and bare soil in the east, with the occasional area of hardstanding. The site was assessed to have negligible ecological value and the proposed development would lead to a negligible ecological impact with opportunity through the landscape strategy to create areas of species rich grassland and native tree planting to deliver improvement to the biodiversity value of the site.
- 19.3 Following initial comments from the Council's Ecology Officer, the Assessment was updated to reference the potential for the site to support ground nesting birds. Officers concur that the risk is low but given high population at the adjacent Hobson's Park that has the potential for local displacement during the adjacent South Station development an informative on nesting birds is recommended as part of any consent.
- 19.4 The Landscape Management and Maintenance Plan seeks to ensure the delivery and survival of the proposed landscape planting. The Plan has been updated to incorporate initial comments from the Council's Ecology Officer such that specification for establishment and ongoing maintenance of the species rich grassland areas have been incorporated, which are critical to any successful BNG.
- 19.5 The BNG Metric sets out the details of on-site baseline, on-site post-intervention and on-site net change for biodiversity, showing that the site will provide an additional 0.51 habitat units (42.15%). This provision will be secured by condition **(Condition 2 – approved plans, Condition 13 – hard and soft landscaping compliance, Condition 14 – landscape maintenance)**.
- 19.6 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposed development. And requests a standard informative on nesting birds be included with the decision notice, which is considered appropriate.
- 19.7 Based on the above evaluation, and subject to the planning conditions as described, officers are satisfied that the proposed development would be a positive addition in ecological terms, to not result in adverse harm to protected habitats, species or priority species and would achieve a net gain in biodiversity.
- 19.8 Taking the above into account, the proposal would comply with Policies 57, 69 and 70 of the Cambridge Local Plan (2018).

20 Water and Floor Risk Management

- 20.1 The application site is largely within flood zone 1 (low risk) and is therefore considered as having low probability of flooding, although some small areas fall within flood zones 2 and 3.
- 20.2 In accordance with paragraph 163 of the NPPF, as the site is effectively within flood zone 1 (low risk) apart from a small area with medium risk and the proposed development is for 'Less Vulnerable' car parking, the proposal is considered to satisfy the Sequential and Exception Tests
- 20.3 The application is supported by a Flood Risk Assessment and Drainage Strategy (Stantec, May 2023), drainage construction details and associated plans.
- 20.4 The Assessment details that there is no existing on-site drainage infrastructure on either plot, although bound by strategic swales. The Assessment sets out that in accordance with the overall CBC Surface Water Strategy report, it is planned that all surface water run-off generated from the car park sites will feed into new on-plot surface water drainage and attenuation infrastructure and then discharged via the existing swale system.
- 20.5 The Assessment concludes that future users of the proposed development will be at reduced risk of flooding and that the development will not increase flood risk elsewhere.
- 20.6 The application has been subject to formal consultation with Anglian Water, the Environment Agency, and the Lead Local Flood Authority, who raise no objection to the proposed development, subject to conditions.
- 20.7 The Lead Local Flood Authority comment that the information submitted demonstrates that surface water from the proposed development can be managed through the use of permeable paving and geocellular storage, restricting surface water discharge to 1l/s from both sites and that due to the residual attenuation adequately catering for additional 1 in 10 year follow on storms the long half drain times are accepted. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 20.8 In consultation with the relevant technical consultees, officers are satisfied that the proposed development would not result in increased flood risk, including during the construction phase, and that a suitable drainage strategy can be provided on site for both surface and foul water. These arrangements, including details for future maintenance, can be secured by conditions (**Condition 4 – drainage during construction, Condition 12 - drainage compliance**).
- 20.9 The Lead Local Flood Authority has recommended several informatives be added to any consent, including ordinary watercourse consent and pollution

control. Officers consider it appropriate to include the recommended informatives as part of any consent for the information of the applicant.

- 20.10 Subject to the recommended conditions, the proposal is considered to accord with Policies 31, 32 and 33 of the Cambridge Local Plan 2018 and the NPPF.

21 Other Matters

Access Comments

- 21.1 The existing car parks currently provide 9 blue badge spaces. The initial plans for the temporary car parks proposed 13 blue badge spaces within the eastern car park, four of which were EV equipped. This approach was supported at pre-application stage and therefore carried forward to the formal application.
- 21.2 The Council's Access Officer raised initial concern that one car park has 121 spaces (the western car park), but no Blue Badge spaces and should have seven marked Blue Badge spaces and that 18 blue badge spaces should be provided overall.
- 21.3 Notwithstanding the guidance provided at pre-application stage, the developer has sought to respond to the concerns raised and has submitted revised plans which provide 18 blue badge bays, of which nine would be EV spaces, and is welcomed, albeit those spaces remain entirely within the eastern car park.
- 21.4 This approach is accepted by officers given that the eastern car park is closer to the hospital buildings to the north east, the blue badge spaces are located at the northern end of the eastern car park with access to the footpath network and are also closer to the new bus stop, enhancing ease of access to alternative transport modes. Furthermore, pedestrian links are proposed to the existing network of paths on the hospital campus, further ensuring ease of access for users.
- 21.5 Officers also note that given the relationship of the application with the proposed CCRH development, blue badge spaces associated with the CCRH building are to be located at the frontage of that building.
- 21.6 The proposed provision of blue badge spaces, including the number of spaces and their location, is supported by officers.

Archaeology and Heritage

- 21.7 There are no designated heritage assets within or near the application site. The site is in an area of archaeological potential.

- 21.8 The application is supported by an Archaeological Statement (Cambridge Archaeological Unit), outlining the potential of the site and the likely impact of the proposal on below ground archaeology.
- 21.9 The comments of the Historic Environment Team (Archaeology) are noted, who recommend a condition requiring the submission of a written scheme of investigation. Officers consider the condition reasonable and necessary, which can be secured as part of any consent (**Condition 3 – archaeology**).
- 21.10 Subject to the recommended condition the proposal would accord with Policies 27 and 61 of the Cambridge Local Plan.

Designing Out Crime Comments

- 21.11 The comments made by the Designing Out Crime Officer are noted. In response the following commentary is offered.
- 21.12 The car parks will be lit to the standards required for safety and will seek to minimise light spill where possible. Precise details of lighting are reserved and secured by planning condition and can be shared with the Designing Out Crime Officer for review once available (**Condition 10 – external lighting**).
- 21.13 In terms of access control / automatic number plate recognition (ANPR), access control barriers will be installed and linked to the site wide car parking strategy of controlled access to staff parking. The developer has confirmed that ANPR is unlikely to be installed due to the temporary nature of the car parks. The locations of the access barriers are shown on drawing numbers 332210950-100-001 P07 Eastern Car Park and 332210950-100-002 P04 Western Car Park.
- 21.14 The locations of the CCTV columns are shown on drawing numbers 332210950-100-001 P07 Eastern Car Park and 332210950-100-002 P04 Western Car Park and will link to the existing monitored CCTV and security provision on the hospital campus.
- 21.15 For fencing / boundary treatments, the use of the existing swales, boundary hedges, additional planting, and proposed post and rail fencing along with the access control barriers will seek to prevent the misuse of the car parks. Weldmesh security fencing with matching gates is considered excessive in this instance and would appear overly dominant in this location within the campus.
- 21.16 site is within an area of protected airspace for Cambridge Airport, which is required to be kept free of obstruction from tall structures.

Environmental Health

- 21.17 The comments of the Council's Environmental Health Officer are noted, who recommends conditions for hours of works, construction deliveries, dust control, external lighting, unexpected contamination and EV charging points along with an informative relating to the Greater Cambridge Sustainable Design and Construction SPD.
- 21.18 Officers consider the conditions reasonable and necessary to ensure the development accords with relevant planning policy and can be secured as part of any consent (**Condition 5 - dust control, Condition 9 - EV charging points, Condition 15 - hours of works, Condition 16 - construction deliveries, Condition 17 - unexpected contamination**).
- 21.19 An informative relating to the Greater Cambridge Sustainable Design and Construction SPD is also considered appropriate for the attention of the applicant.

Pre-Commencement Conditions

- 21.20 All pre-commencement conditions have been agreed with the agent prior to the determination of the application.

22 Planning Balance

- 22.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 22.2 The proposed temporary car parks would provide 346 spaces; 337 being existing spaces displaced by the proposed Cambridge Cancer Research Hospital and resulting closure of car parks A, B and C, and a further nine spaces derived from the uplift in floor space associated to the Cancer Hospital development. These parking requirements are based on the findings of the "CUH Car Parking Strategy to 2025/2026", which supports the application.
- 22.3 A temporary permission is sought until such time that strategic transport infrastructure developments, come forward and deliver modal shift to sustainable travel modes to and from the campus that negates the need for the car parks. This approach aligns with the key objectives from the emerging updated masterplan for the Cambridge Biomedical Campus, including a reduction in car dependency.
- 22.4 The proposed development would be in keeping with its surroundings, incorporate soft landscaping and new tree planting, deliver a net gain in biodiversity, provide 39 electric vehicle charging spaces and incorporate

appropriate drainage arrangements, in accordance with relevant planning policy.

22.5 The proposed temporary car parks represent an essential facility to support the continued operation of the existing hospital, the delivery of the proposed Cambridge Cancer Research Hospital, and the wider development of the campus.

22.6 Having considered 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.

23 Recommendation

23.1 **Approve planning permission of full planning application reference 23/01779/FUL**, subject to:

- (i) The conditions and informatives set out below in this report;
- (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

24 Planning Conditions

1. Time Limit

The use of the temporary car parks hereby approved shall cease on or before the 31 December 2033, or within 12 months of the operation of both Cambridge South Station and the Cambridge South East Transport Scheme, whichever is sooner.

The temporary car parks hereby approved shall be removed and the land restored to a serviced development plot with underground services and connections retained, within 12 months from cessation of the use, in accordance with a schedule of works that has been submitted to and approved in writing by the Local Planning Authority, prior to the commencement of any restoration works.

Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of the wider masterplan for the Cambridge Biomedical Campus (Cambridge Local Plan policies 1, 55 and 57).

2. Approved Plans

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

Plans to be listed:

332210950_100_005 P02 (Location Plan)

332210950-100-004-P05 (Temporary Car Parks Site Layout Block Plan)

332210950-100-001-P07 (Eastern Temporary Car Park General Arrangement Plan)

332210950-100-002-P04 (Western Temporary Car Park General Arrangement Plan)

DR-0001 S5-P4 (Landscape Proposals)

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. Written Scheme of Investigation

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

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

Reason: To ensure that this listed building is properly recorded both before and during works (Cambridge Local Plan 2018, policy 61).

4. Surface Water Drainage (Construction)

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 impacts (Cambridge Local Plan 2018 policies 31 and 32).

5. Dust

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

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

6. First Use

Prior to first use of the eastern car park hereby permitted or any part thereof, the car parking spaces on existing car park C, as identified on drawing number 3322109950_100_007 P01, shall be closed for the lifetime of the permission or such other period as might be agreed in writing by the Local Planning Authority.

Prior to first use of the western car park hereby permitted or any part thereof, the car parking spaces on existing car parks A and B, as identified on drawing number 3322109950_100_007 P01, shall be closed for the lifetime of the permission or such other period as might be agreed in writing by the Local Planning Authority.

Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of the wider masterplan for the Cambridge Biomedical Campus (Cambridge Local Plan policies 1, 55 and 57).

7. Site Furniture and Boundary Treatments

Prior to first use of the car parks hereby permitted, details of all street furniture, boundary treatments (indicating the type, positions, design, and materials of boundary treatments to be erected), and drop kerbs relating to the proposed bus shelter and RSC40 footpath, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

8. Tree Pits

Prior to their installation, 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).

9. Electric Vehicle Charge Point Strategy / Scheme

Prior to the installation of any electrical services an electric vehicle charge point scheme demonstrating a minimum of 10% provision of dedicated active electric vehicle charge points and combination of charge point capacities shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- Minimum of 10% provision of dedicated electric vehicle charge points with a minimum power rating output of 7kW for all car parking spaces.
- Minimum of two rapid electric vehicle charge points, or two fast electric vehicle charge points (min 24kw capacity) should rapid charge points not be technically feasible.

The development shall be carried out in accordance with the approved Scheme and retained for the lifetime of the permission.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

10. External Lighting

No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme if required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

- i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors).
- ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded).

Where required, the mitigation scheme shall be carried out as approved and retained as such.

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

11. Signage & Wayfinding

Prior to first use of the car parks hereby permitted, details of wayfinding and signage shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development is integrated with the surrounding area (Cambridge Local Plan 2018 policies 55 and 59).

12. Surface Water Drainage

The surface water drainage scheme shall be constructed and maintained in full accordance with the Flood Risk Assessment and Drainage Strategy, Stantec, 332210950/001, Rev: P1, Dated: 22nd June 2023.

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 (Cambridge Local Plan 2018 policies 31 and 32).

13. Hard and Soft Landscaping (implementation)

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out in the first planting season 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).

14. Landscape Maintenance

The development shall be carried out in accordance with the details contained in the submitted Landscape Management and Maintenance Plan (David Jarvis

Associates, 17 July 2023) and Ecological Assessment (Derek Finnie Associates, April 2023).

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

15. Construction / Demolition Hours

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

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

16. Demolition / Construction Collections / Deliveries

There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0600 hours and 0800 hours on Monday to Friday and at no time on Saturdays, Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

17. Unexpected Contamination

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).

Informatives

1. Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

2. 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.

3. Archaeology Condition (WSI)

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

4. Nesting Birds

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

Open ground with the potential to contain ground nesting birds (1st March and 31st August inclusive) is present on the application site. Ground clearance works should avoid the nesting season or be overseen by a competent ecologist to ensure an offence is not committed.

5. Greater 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

Background Papers

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

- Cambridge City Local Plan 2018
- Cambridge City Local Plan SPDs

Appendix 1 – Relevant Planning History

Reference	Description	Decision
Cancer Research Hospital		
23/00240/FUL	Redevelopment of existing parking area to provide a new Cambridge Cancer Research Hospital building (C2 use) with alterations to existing access arrangements, underground link tunnel, public realm works, hard and soft landscaping, and associated works	pending
Helipad		
22/00241/FUL	Installation of a helicopter landing pad, wind sock, lighting, access road and associated works - temporary permission for 4 years	Approved (04-May-22)
CBC Phase 1 Land		
21/04336/REM	Reserved Matters application pursuant to 06/0796/OUT (as amended by 21/01584/S73) for a new Cambridge Children's Hospital (CCH), hard and soft landscaping, internal roads, and ancillary infrastructure. Discharge of Condition 14 (Amenity Space Strategy) pursuant to outline approval 06/0796/OUT	Approved (18-Mar-22)
21/01584/S73	Section 73 application to vary condition 26 (Construction hours) of outline permission 17/2258/S73 for the Cambridge Biomedical Campus development to allow a variation in construction working times for the AstraZeneca north plot development only	Approved (29-Sep-21)
20/05027/REM	Reserved Matters application pursuant to outline approval 06/0796/OUT (amended by Section 73 approval 17/2258/S73) for: a South Office Building of 13,502 sqm; a Hive of 3,593 sqm; associated car, motorbike and cycle parking including a Travel Hub of 2,970 sqm; a temporary Multi Use Games Area; hard and soft landscaping; and internal roads, supporting facilities and ancillary infrastructure. Includes partial discharge of conditions 13, 16, 18, 23, 24, 25, 45, 47, 48, 49, 56, 57, 58 and 59 pursuant to Section 73 approval 17/2258/S73	Approved (30-Jun-21)
19/1070/REM	Reserved matters application pursuant to outline approval 06/0796/OUT (amended by Section 73 approval 17/2258/S73) for: an R&D Enabling Building of 13,197 sqm; an Amenities Hub of 3,261 sqm; associated car, motorbike and cycle parking including a Multi Storey Car Park; a temporary Multi Use Games Area; hard and soft landscaping; and internal roads, supporting	Approved (10-Jan-20)

	facilities and ancillary infrastructure. Includes partial discharge of conditions 13, 16, 18, 24, 25, 45, 47, 48, 49, 56, 57, 58 and 59 pursuant to outline consent 06/0796/OUT	
17/2258/S73	Section 73 application to vary condition 26 of 17/0850/S73 for the Cambridge Biomedical Campus development to allow a variation in construction working times for the AstraZeneca development only. The proposal is to extend specific limited works for internal construction working hours from the currently approved 0730 to 18:00 Monday to Fridays, 08:00 to 13:00 on Saturday and at no time on Sundays, Bank or Public Holidays to the amended times of 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays	Approved (09-Mar-18)
16/1523/REM	Reserved matters (access, appearance, landscaping, layout and scale) pursuant to outline approval 06/0796/OUT (varied by S73 application reference 14/2094/S73) for the erection of a 6,639sqm (Gross External Area excluding plant) building to form the new Heart and Lung Research Institute (Clinical Research/Higher Education Use), with associated access, landscaping and ancillary infrastructure	Approved (30-Nov-16)
16/0653/REM	Reserved matters consent, pursuant to outline approval 06/0796/OUT (varied by S73 application reference 14/2094/S73) for a 9,033sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development building, including associated car and cycle parking, hard and soft landscaping, internal access roads , supporting facilities and ancillary infrastructure	Approved (05-Aug-16)
15/1141/REM	Reserved matters application for public realm (known as circus/piazza) totalling 1.57ha in area, pursuant to outline application 06/0796/OUT.	Approved (10-Sep-15)
14/1633/REM	Reserved matters application pursuant to outline approval 06/0796/OUT for a total of 59,821sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development floorspace, to include: i) R&D Centre and Corporate Headquarters, ii) R&D Enabling Building, iii) Support Building and Energy Centre, iv) Associated car, motorbike and cycle parking, v) Hard and soft landscaping,	Approved (04-Feb-15)

	vi) Internal roads, supporting facilities and ancillary infrastructure.	
14/1411/REM	Reserved matters application pursuant to outline approval 06/0796/OUT for New Papworth hospital and associated amenity space, planting, vehicle drop off area, cycle parking, energy centre/plant room and servicing area	Approved (03-Dec-14)
12/1304/REM	Reserved Matters submission for Southern Spine Road pursuant to outline permission 06/0796/OUT	Approved (17-Jan-13)
11/0780/REM	Reserved matters application (access, appearance, landscaping, layout and scale details) for a 1,228 space multi-storey car park (33,141sqm gross external floor area) and perimeter access road at the south west corner of Addenbrooke's campus, to serve Addenbrooke's as it expands and the new Papworth Hospital (pursuant to outline approval 06/0796/OUT)	Approved (21-Mar-12)
06/0796/OUT	Up to 215,000sqm floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure	Approved (15-Oct-09)
CBC Phase 2 Land		
16/0176/OUT	Development of up to 75,000 sqm floor space (excluding plant areas) of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1; ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2); up to two multi storey car parks; open space and landscaping and all other associated supporting infrastructure	Approved (09-May-17)

RSC 40 / Orthopaedics		
23/01857/S73	S73 to vary Conditions 3 (Approved Plans), 8 (Hard and Soft Landscape Works), 9 (Landscape Implementation) of planning ref: 22/02591/FUL	pending
22/02591/FUL	Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 year	Approved (25-Aug-22)

Appendix 2 – Planning Policy

National Policy

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

Cambridge Local Plan (2018)

Policy 1 – The Presumption in Favour of Sustainable Development

Policy 14 – Areas of Major Change and Opportunity Areas – general principles

Policy 17 – Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change

Policy 27 – Site specific development opportunities

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

Policy 31 – Integrated water management and the water cycle

Policy 32 – Flood risk

Policy 33 – Contaminated land

Policy 34 – Light pollution control

Policy 35 – Protection of human health from noise and vibration

Policy 36 – Air quality, odour and dust

Policy 37 – Cambridge Airport Public Safety Zone and Safeguarding Zones

Policy 55 – Responding to context

Policy 56 – Creating successful places

Policy 59 – Designing landscape and the public realm

Policy 61 – Conservation and enhancement of Cambridge's historic environment

Policy 69 – Protection of site of biodiversity and geodiversity importance

Policy 70 – Protection of priority species and habitats

Policy 71 – Trees

Policy 75 – Healthcare facilities

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

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

Supplementary Planning Documents (SPD)

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

Neighbourhood Plans

None relevant

Other Guidance

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



23/01857/S73 – Land South Of Robinson Way, Addenbrookes Hospital

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Queen Ediths

Proposal: S73 to vary Conditions 3 (Approved Plans), 8 (Hard and Soft Landscape Works), 9 (Landscape Implementation) of planning ref: 22/02591/FUL (Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years) to take account of changes to the layout, landscape and elevations resulting from detailed design and neighbouring proposals.

Applicant: Cambridge University Hospital NHS Foundation Trust

Presenting officer: James Truett, Senior Planner, Strategic Sites Team

Reason presented to committee: Major Development – Non residential buildings where the floor space to be created by the development is 1,000 square metres or more.

Member site visit date: N/A

Key issues: 1. Design, Layout, scale and landscaping

2. Biodiversity

Recommendation: Approve 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.

Report contents

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2	Site description and context
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11	Assessment
12	Principle of development
13	Housing provision
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15	Trees
16	Heritage assets
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19	Agricultural land quality and soils
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22	Cycle and car parking provision
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Table 1 Contents of report

1. Executive summary

- 1.1 The application is a section 73 planning application which seeks to vary Conditions 3 (Approved Plans), 8 (Hard and Soft Landscape Works), 9 (Landscape Implementation) of planning ref: 22/02591/FUL (Retention,

change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years) to take account of changes to the layout, landscape and elevations resulting from detailed design and neighbouring proposals.

- 1.2 The original planning permission related to a temporary building which was constructed for use during the coronavirus pandemic (Regional Surge Centre 40), and now is proposed to provide Orthopaedic Theatres and Wards which would meet an identified local and regional healthcare need on the Addenbrookes Campus. It offers a suitable 'meanwhile use' which would help to increase capacity, addressing the backlog of elective surgeries as a result of the coronavirus pandemic.
- 1.3 The variations include the relocation and rationalisation of the ancillary structures, the removal of the proposed area of wildflower planting to the west of the service road to enable the creation of a temporary car park under a separate application (23/01779/FUL), the inclusion of ducting to the internal courtyard elevations, and replacing the "man-safe" safety rail system with a handrail system.
- 1.4 The proposals will provide an essential facility to help deal with the backlog of elective surgeries as a result of impacts of the coronavirus pandemic. Whilst the removal of the wildflower meadow on to the west of the site results in a reduced Biodiversity Net Gain, the scheme would still see a Net Gain of over 20% which exceeds the emerging joint local plan objective..
- 1.5 Officers recommend that the Joint Development Control Committee **approve planning permission for application 23/01857/S73, subject to the conditions and informatives set out in Section 22 of this report**

2. Site description and context

- 2.1 The site is located within the Addenbrooke's Hospital Campus, on the southern edge of Cambridge. The site occupies land located off Robinsons Way and Dame Mary Archer Way which is approximately 1.4ha. It lies to the South East of the multi-storey car park 2 and to the North of the Addenbrooke's Hospital Helipad.
- 2.2 The existing site comprises of the 2no. 20 bed wards which formed the regional surge centre 40 along with the orthopaedic theatre wing which is currently under construction. The site also contains ancillary plant buildings, hard surfacing with parking spaces, and grass/scrubland. The

majority is under construction for the approved Orthopaedic Wards (22/02591/FUL).

- 2.3 The site is within the Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change covered by Cambridge Local Plan (2018) policy 17.

3. The proposal

- 3.1 This is a section 73 planning application which seeks to vary Conditions 3 (Approved Plans), 8 (Hard and Soft Landscape Works), 9 (Landscape Implementation) of planning ref: 22/02591/FUL (Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years) to take account of changes to the layout, landscape and elevations resulting from detailed design and neighbouring proposals.
- 3.2 The application proposes to remove an area of proposed wildflower planting to the west of the service road to enable the creation of a car park under a separate application (23/01779/FUL). Further to this the proposals seeks to relocate the fuel tank to the south of the site (east of the service road) and the reconfiguration of some of the ancillary buildings at the south of the scheme.
- 3.3 The application seeks to vary condition 3 (approved plans) however, as the original condition does not list the approved plans it is not necessary to amend this condition.
- 3.4 The application also seeks to vary Condition 8 relating to Hard and Soft Landscape Works of planning ref: 22/02591/FUL to read as follows:
- Prior to the first use of the building for the purposes hereby approved for the RSC 40 extension details of the minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features), the boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected, and any screening utilised for the ancillary buildings, shall be 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. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

3.5 Condition 8 of planning ref: 22/02591/FUL was originally worded:

- No hard or soft landscape works, 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), where relevant;

b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

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

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

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

3.6 These changes are to reflect the details which have been submitted as part of this application.

3.7 Additionally, the application seeks to vary the wording of condition 9 (landscape implementation) to read as follows:

- All hard and soft landscape works shall be carried out and maintained in accordance with the details hereby approved, for the lifetime of the permission. The works shall be carried out in the first planting season after first 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.

3.8 Condition 9 of planning ref: 22/02591/FUL was originally worded:

- All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out in the first planting season after first 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).

3.9 This application has undergone some post submission amendments including the inclusion of ducting to the internal courtyard elevations, and replacing the “man-safe” safety rail system with a handrail system.

4. Relevant site history

Reference	Description	Outcome
06/0796/OUT	Up to 215,000sqm floor space (excluding plant areas) comprising 60,000sqm of clinical research and	Granted permission – 15 October 2009

	<p>treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (crèches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure</p>	
21/02526/S73	<p>Retention and continued use of Regional Surge Centre 40 (RSC 40), ancillary buildings and infrastructure constructed pursuant to planning permission granted under Schedule 2, Part 12 A, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) without compliance with conditions A.2. (b) (time period) and condition A.2(c) (use of land) of that planning permission</p>	<p>Granted Permission – 13 October 2021</p>
21/04336/REM	<p>Reserved Matters application pursuant to 06/0796/OUT (as amended by 21/01584/S73) for a new Cambridge Children's Hospital (CCH), hard and soft landscaping, internal roads, and ancillary infrastructure. Discharge of Condition 14 (Amenity Space Strategy) pursuant to outline approval 06/0796/OUT</p>	<p>Granted Permission – 18 March 2022</p>

21/04337/FUL	Construction of an underground service corridor to serve the proposed new Cambridge Childrens Hospital (CCH)	Granted Permission – 17 March 2022
22/02591/FUL	Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years.	Granted Permission – 25 August 2022
20/05291/FUL	Retention of Addenbrooke's Hospital helicopter landing pad following the expiration of temporary permission granted under application ref:10/0094/FUL and replacement lighting at land South of Dame Mary Archer Way, Cambridge.	Granted Permission – 20 May 2021

Table 2 Relevant site history

5. Policy

5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

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

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Cambridge Local Plan (2018)

- Policy 1: The presumption in favour of sustainable development
- Policy 2: Spatial strategy for the location of employment development
- Policy 3: Spatial strategy for the location of residential development
- Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 30: Energy-efficiency improvements in existing dwellings
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk
- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Protection of human health from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 38: Hazardous installations
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 58: Altering and extending existing buildings
- Policy 59: Designing landscape and the public realm
- Policy 71: Trees
- Policy 75: Healthcare facilities
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management

5.3 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

5.4 Other guidance

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Greater Cambridge Sustainable Design and Construction SPD (2020)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cycle Parking Guide for New Residential Developments (2010)

6. Consultations

County Highways

- 6.1 No objection. The proposed alterations do not change the Highway Authority's original comments and it is requested that the condition sought by the Highway Authority and required by the Planning Authority under application 22/02591/FUL be reapplied.

Health and Safety Executive Construction Division

- 6.2 No objection. The information you have provided for this planning application does not appear to fall under the remit of planning gateway one because it does not meet the height or purpose of a relevant building.

Sustainability Officer

- 6.3 No objection. The proposed amendments identified through the S73 in relation to conditions 3 (approved plans), 8 (hard and soft landscape works) and 9 (landscape implementation) are considered acceptable in sustainable construction terms.

Lead Local Flood Authority

- 6.4 No objection. The application does not appear to have any surface water flood risk or drainage implications.

Urban Design Team

- 6.5 No objection. The proposed changes identified through the S73 application to vary Condition 3 (Approved Plans) and Condition 8 (Hard and Soft Landscape Works) are considered acceptable in urban design terms.

Landscape Officer

- 6.6 No objection. The change will reduce the area of amenity space for staff at the rear of the site but does not affect the landscape proposals for the main public facing and public realm areas and so we have no objection. A minor change to the site boundary in the northeast of the site is also proposed and this also has no impact on the landscape proposals.

Ecology Officer

6.7 No formal comments received.

Cambridge Airport

6.8 No objection. The proposed variations to the above conditions have been examined from an aerodrome safeguarding perspective and do not conflict with safeguarding criteria. We, therefore, have no objection to the S73 variations. A comment was also raised regarding the requirement to consult the airport should a crane be required.

Environmental Health

6.9 No objection. The development proposed is acceptable subject to the imposition of the conditions and informatives outlined and already recommended in our planning consultation response memo dated the 20-07-2022 (Tascomi Ref No:3208/22) in relation to approved planning ref: 22/02591/FUL.

Cambridgeshire Constabulary (Designing out Crime Officer)

6.10 No Objection. No comment in relation to the above variations

7. Third party representations

7.1 No third party representations have been received.

8. Planning background

8.1 The existing RSC 40 buildings were built on the Cambridge University Hospital (CUH) Addenbrooke's site as permitted development, under Schedule 2, Part 12 A, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 as inserted by the Town and Country Planning (General Permitted Development) (Coronavirus) (England) (Amendment) Order 2020 ('the GPDO'). The RSC 40 buildings, along with 2no. other surge centres built on the CUH campus (RSC20 and RSC56) were built as regional specialist centres to respond to the Coronavirus pandemic.

8.2 In September 2021 a section 73 planning application (21/02526/S73) was approved seeking to vary relevant conditions attached to a planning permission which was granted by a Development Order - namely Schedule 2, Part 12 A, Class A of the GPDO. The approved variation extended the temporary nature of the RSC 40 to enable its use up to the

31 December 2024, with the removal and restoration of land required by 31 December 2025.

- 8.3 In August 2022 full planning permission was granted for the retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years.

9. Assessment

- 9.1 Planning Practice Guidance states that new issues may arise after planning permission has been granted, which require modification of the approved proposals. [Paragraph: 001 Reference ID: 17a-001-20140306].
- 9.2 The applicant has sought to amend the conditions 3 (Approved Plans), 8 (Hard and Soft Landscape Works), 9 (Landscape Implementation) attached to the planning permission 22/02591/FUL by seeking to make a minor material amendment. Planning Practice Guidance advises that there is no statutory definition of a 'minor material amendment' but it is likely to include any amendment where its scale and/or nature results in a development that is not substantially different from the one which has been approved. [Paragraph: 017 Reference ID: 17a-017-20140306] Case law has established the test which governs section 73 cases is to be found in R v Coventry City Council, ex p. Arrowcroft Group plc [2001] PLCR 7, in which Sullivan J held that, under that section, a local planning authority: "is able to impose different conditions upon a new planning permission, but only if they are conditions which the council could lawfully have imposed on the original planning permission in the sense that they do not amount to a fundamental alteration of the proposal put forward in the original application." (para. 33).
- 9.3 Where an application under section 73 is granted, the effect is the issue of new planning permission, sitting alongside the original permission, which remains intact and unamended [Paragraph: 015 Reference ID: 17a-015-20140306].
- 9.4 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of development
 - Design, layout, scale and landscaping
 - Trees
 - Carbon reduction and sustainable design

- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Car and cycle parking
- Amenity/ Environmental Considerations
- Planning balance
- Recommendation
- Planning conditions

10. Principle of Development

- 10.1 The principle of the development has been established through the existing planning permission, 22/02591/FUL, granted 25 August 2022. There have been no material changes in circumstances or relevant policies since the original decision was taken.

Environmental Impact Assessment

- 10.2 Where a planning application is likely to result in significant environmental effect, the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) require the application to be accompanied by an Environmental Statement which includes an assessment of likely effects and identifies appropriate mitigation.
- 10.3 An EIA Screening Report was submitted as part of the original application which this application seeks to amend (22/02591/FUL) and it was concluded that the scheme was not considered to constitute EIA development. Officer views on this remain the same.
- 10.4 The principle of the development is therefore acceptable.

11. Design, layout, scale and landscaping

- 11.1 The revised submission remains similar to the approved scheme but includes the relocation and rationalisation of the ancillary structures, the removal of the area of wildflower planting to the west of the service road to enable the creation of a car park under a separate application (23/01779/FUL), the inclusion of ducting to the internal courtyard elevations, and replacing the “man-safe” safety rail system with a handrail system.
- 11.2 The amendments to the safety rail system comes as a result of the hospital estates team and facilities team who are not trained to use the

“man-safe” system. Given the temporary nature of the scheme, it is considered that the alternative safety rail system is acceptable and would not cause a significant permanent negative impact on the roof scape of the building.

- 11.3 The inclusion of ducting to the internal courtyard elevations are considered acceptable as they help enable the facility to operate, and would only be visible from internally and would not be visible on an external public facing elevation.
- 11.4 The relocation and rationalisation of the ancillary structures is considered positive as it groups the smaller ancillary structures in one location on the site, additionally this is not visible from the public entrance to the building. This alteration would reduce the landscaping around the amenity space for staff, however, this does not impact the main public facing landscaping and so is considered acceptable. The council’s landscape officer has no objections to the proposed landscaping.
- 11.5 The removal of the area of wildflower planting to the west of the service road to enable the creation of a temporary car park under a separate application (23/01779/FUL) is accepted. Though the scheme has a reduction in soft landscaping this area would be covered by the neighbouring site for a temporary car parking (23/01779/FUL) which is coming forward as a result of the relocation of the existing parking displaced by the Cancer Hospital (23/00240/FUL) and to accommodate the temporary Cambridge University Hospital need. These are determined under separate applications. Although, the loss of this wildflower planting has a negative impact on the approved scheme, in terms of landscaping and Biodiversity net gain provision (BNG) (assessed below), it is considered acceptable as there would still be a BNG of over 20%.
- 11.6 The scheme, considered in isolation, is acceptable in planning terms. The acceptability of this scheme is not dependant on delivery of the temporary carpark car park (23/01779/FUL), though this does provide supporting justification for some of the proposed amendments.
- 11.7 Overall, the proposed development still provides a suitable ‘meanwhile use’ which has an appropriate design, layout and scale considering the temporary nature of the development. Subject to the conditions as recommended the proposals would accord with the Cambridge Local Plan (2018) policies 17, 55, and 56. The scheme is supported by the councils Urban design and Landscape officers.

12. Trees

- 12.1 The proposed changes to the scheme do not alter the impact on trees from the existing permission (22/02591/FUL). There are no existing trees on the site, and the existing structural planting to the south will be retained. The proposal accords with policy 71 of the Cambridge Local Plan (2018).

13. Carbon reduction and sustainable design

- 13.1 The proposed alterations to the scheme do not impact the carbon reduction and sustainable design of the existing permission (22/02591/FUL). The proposals are supported by the councils Sustainability Officer and are considered to accord with Local Plan policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

14. Biodiversity

- 14.1 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require 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 accords with policy NH/14 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 14.2 The application is accompanied by a Biodiversity Baseline Report which sets out the estimated net gain on the site would be 20.3% which marginally exceeds the 20% goal of the emerging joint local plan. This is achieved through the creation of shrub planting, a green wall, and wildflower planting. This application sees a reduction from the original scheme which proposed 74.38% BNG. The proposals represent a temporary net gain for the development, whilst the future redevelopment of the site will address the need for a long-term biodiversity net gain (BNG).
- 14.3 Officers acknowledge that the site has a very low BNG baseline. The proposed gain will be easily achievable with the proposed landscaping. It is also noted that proposed 20.3% is above the proposed mandatory 10% BNG which will be required from November 2023 and is therefore considered acceptable in this regard the proposed reduction in BNG is acceptable given the overall proposed gain,

- 14.4 The proposals have been discussed with the Council's Ecology Officer, and officers are satisfied that the proposed development complies with policies 69 and 70, the Biodiversity SPD 2022.

15. Water management and flood risk

- 15.1 The proposed changes do not have any surface water flood risk or drainage implications which differ from the existing permission (22/02591/FUL). The scheme is considered acceptable by the Lead Local Flood Authority and the scheme has suitably addressed the issues of water management and flood risk in accordance with the Cambridge Local Plan (2018) policies 31 and 32, and NPPF advice.

16. Highway safety and transport impacts

- 16.1 The proposed scheme does not alter from the existing permission (22/02591/FUL) in regard to Highway safety and transport impacts. The scheme is supported by the Local Highway Authority and considered to accord with the objectives of policies 17, 80 and 81 of the Local Plan and is compliant with NPPF advice, and is not considered to cause a significant adverse impact upon the highway safety.

17. Car and cycle provision

- 17.1 The proposed alterations do not change the car and cycle provision agreed through the existing permission (22/02591/FUL).

18. Amenity/Environmental Considerations

- 18.1 The proposals seeks to relocate and rationalise the ancillary buildings and storage in one location on the eastern side of the service road. Further to this ducting to an internal courtyard is proposed. Following consultation with the Environmental health team no new or substantively different Environmental Health related material planning considerations are raised as part of this application.
- 18.2 Therefore, the proposal is considered to remain in accordance with policies 33, 34, 35, and 36 of the Local Plan, and is supported by the Council's Environmental Health Team.

19. Fire Strategy

- 19.1 Whilst amendments propose alterations to the area of land to the west of the service road, the service road and fire hydrant will not be affected.

20. Planning balance

- 20.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 20.2 The principle of the proposed development is established the existing planning permission, 22/02591/FUL, granted 25 August 2022.
- 20.3 The proposed alterations to the extension, retention and change of use of the RSC 40 buildings to provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 years, are considered acceptable and are not considered to materially negatively impact the existing planning permission. These amendments include; the relocation and rationalisation of the ancillary structures, the removal of the area of wildflower meadow to the west of the service road to enable the creation of a car park under a separate application (23/01779/FUL), the inclusion of ducting to the internal courtyard elevations, and replacing the “man-safe” safety rail system with a handrail system.
- 20.4 The proposed amendments reduce the BNG for the site, however, considering that the scheme would still provide over 20% BNG, therefore the amendments are considered acceptable.
- 20.5 A linking condition (19) is recommended to ensure that the previous conditions which have been discharged as part of the existing planning permission (22/02591/FUL) to remain discharged for this application.
- 20.6 Considering the comments received and the above assessment it is appropriate to vary conditions 8, and 9 of the approved application 22/02591/FUL. The scheme, which is temporary in nature, is considered acceptable and remains to provide a suitable “meanwhile-use” which will provide an essential facility to help deal with the backlog of elective surgeries as a result of impacts of the coronavirus pandemic. It is appropriate to approve the proposed amendments subject to conditions.

21. Recommendation

- 21.1 **Approve** subject to:
-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.
- 21.2 In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development.

22. Planning conditions

1. Time Limits

The development hereby permitted shall be begun before the expiration of three years from the date of the planning permission 22/02591/FUL (on or before 25 August 2025).

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. Temporary Time Period

The use of the development hereby approved shall cease on or before the 31st December 2032.

The development hereby approved shall be removed and the land restored to a serviced development plot with underground services and connections retained, within 12 months from cessation of the use, in accordance with a scheme of work that has been submitted to and approved in writing by the local planning authority prior to the commencement of restoration works.

Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of the wider masterplan for the Cambridge Biomedical Campus (Cambridge Local Plan policies 1, 55 and 57).

3. Plans Compliance

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

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

4. Travel Plan

No occupation of the RSC 40 extension 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 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 and reported to 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).

5. Surface Water Drainage scheme

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment prepared by Rossi Long Consulting (221042, Rev 02) dated June 2022 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to first use of the building for the purposes hereby approved. Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

6. BREEAM Design Stage Certification

Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning

Authority demonstrating that BREEAM 'very good' as a minimum will be met, with at least 3 credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted justifying the shortfall. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

7. BREEAM Post Construction Certification

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

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

8. Hard Landscaping scheme

Prior to the first use of the building for the purposes hereby approved for the RSC 40 extension details of the minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features), the boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected, and any screening utilised for the ancillary buildings, shall be 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. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

9. Hard and Soft Landscaping Implementation and Maintenance

All hard and soft landscape works shall be carried out and maintained, for the lifetime of the permission, in accordance with the details hereby approved. The works shall be carried out in the first planting season after first 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).

10. Construction and Demolition hours

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

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

11. Demolition and Construction deliveries

There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank

or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

12. Piling

No piling shall be carried out until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

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

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

13. Unexpected Contamination

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).

14. Operational Noise Compliance - Plant and Equipment

The external building façade noise insulation standard and all operational plant and equipment of the development hereby approved shall be constructed / installed, operated, and maintained at all times in accordance with the noise mitigation recommendations and cumulative operational noise emission limits as detailed in the submitted Hoare Lea report titled “Addenbrooke's Hospital RSC40 & Theatre Extension. Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 02 – 25 MAY 2022 by Hoare Lea’ or such other noise control strategy as may be agreed in writing by the Local Planning Authority.

Reason: In the interests of safeguarding amenity/quality of life at nearby properties and local areas in accordance with Cambridge Local Plan 2018 policy 35.

15. Noise Insulation Scheme - Post Construction / Installation Verification & Completion Report

Within six months of first operation of any plant/equipment, a noise insulation/attenuation scheme post construction/installation verification and completion report for plant/equipment installed, with measured / predicted noise levels to demonstrate compliance with the submitted Hoare Lea report titled “Addenbrooke's Hospital RSC40 & Theatre Extension. Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 02 – 25 MAY 2022 by Hoare Lea’, or such other noise control strategy as may be agreed in writing by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

The noise insulation/attenuation scheme verification and completion report shall include details of the mitigation of noise emissions from all plant / equipment including any emergency standby generators and HV substation. The noise insulation/attenuation scheme as approved shall thereafter be maintained in accordance with the approved details.

Reason: In the interests of safeguarding amenity/quality of life at nearby properties and local areas in accordance with Cambridge Local Plan 2018 policy 35.

16. Standby Emergency Backup Generator Operation

Any emergency backup generator shall only operate as follows:

(i) Emergency Use Only

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

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

Running of any backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am – 6pm Monday to Friday, 9am –1pm Saturday and at no time on Sunday or Public Holidays. Periodic testing, maintenance and repair shall only occur for a maximum duration of 25 hours in any calendar year. Accurate records of any testing shall be kept on site and shall be available for inspection at the request of the local planning authority.

Reason: In the interests of safeguarding amenity in accordance with Policies 35 and 36 of the Cambridge Local Plan 2018.

17. Servicing Collections and Deliveries Times

Servicing dispatches from / collections and deliveries to the development as approved including to service yards/compounds, waste collection points and the Vacuum Insulated Evaporator (VIE) compound are only permitted between 0700 to 1900 hrs. For avoidance of doubt this does not include the arrival and departure of emergency vehicles or related activities.

Reason: In the interests of safeguarding amenity/quality of life at nearby properties and local areas in accordance with Cambridge Local Plan 2018 policy 35.

18. Fire Hydrants

Prior to the first use of the building for the purposes hereby approved of the RSC 40 extension 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.

19. Linking Condition

Conditions 2, 4 – 7, and 10 – 18 of planning permission 22/02591/FUL (as set out above) shall continue to apply to this permission. Where such conditions pertaining to 22/02591/FUL (conditions 4, 5, and 18) have been discharged, the development of planning permission 23/01857/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

Informatives

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.

Food safety informative

If the proposed building includes the preparation and provision of food to staff / patients / the public, the applicant is reminded that under the Food Safety Act 1990 (as amended) such premises will need to register with Cambridge City Council as food businesses. In order to avoid additional costs, it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply

with food hygiene legislation before construction / fit out starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 email: commercial@cambridge.gov.uk for further advice and information.



23/01939/S73 – Land North of Newmarket Road, Fen Ditton

Application Details

Planning Committee Date: 20 September 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Fen Ditton & Fulbourn

Parish: Fen Ditton

Proposal: S73 to vary condition 1 (Approved plans) of reserved matters application 20/02569/REM (Reserved matters application as part of Phase 1B pursuant to condition 5 (Reserved Matters) of outline planning permission S/2682/13/OL dated 30 November 2016 (EIA Development) for detailed access, appearance, landscaping, layout and scale for the creation of 308 new homes, non-residential floor space, laying out of playing fields, open space, allotments, associated infrastructure and internal roads) to replace six two-storey houses (C2 and C3) within phase 1b with three-storey houses and to replace five carports with garages (D4)

Applicant: Hill Marshall

Presenting officer: Michael Sexton, Principal Planner

Reason presented to committee: The application is within the JDCC administrative area and there are Parish Council representations that are contrary to the officer recommendation for approval

Member site visit date: n/a

Key Issues:

1. Housing Mix
2. Character and Visual Amenity
3. Parking Provision

Recommendation: Approve this Section 73 Application subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives.

Report contents

Section	Heading
1	Executive Summary
2	Site Description and Context
3	The Proposal
4	Relevant Site History
5	Policy
6	Consultations
7	Publicity
8	Third party representations
9	Member Representations
10	Local Groups
11	Planning Background
12	Assessment
13	Housing Mix
14	Character and Visual Amenity
15	Residential Amenity
16	Parking Provision & Highway Safety
17	Third Party Representation
18	Other Matters
19	Planning Balance
20	Recommendation
21	Planning Conditions and Informatives

Table 1: Contents of report

1. Executive summary

- 1.1 The application seeks to vary condition 1 (approved plans) of planning permission 20/02569/REM, to replace six two-storey houses (C2 and C3) with three-storey houses and to replace five carports with garages (D4).
- 1.2 The proposed changes are considered relatively minor in design terms. There would be no reduction in parking provision, with the proposed garages meeting recommended minimum size standards. The proposed changes would accord with relevant planning policy and the site-wide Design Code.
- 1.3 Officers recommend that the Joint Development Control Committee approves the application, subject to the conditions and informatives as

detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and as appropriate.

2. Site Description and Context

- 2.1 The site forms Phase 1b of the Marleigh Development north of Newmarket Road. The site benefits from reserved matters consent for 308 new homes, non-residential floorspace, layout of playing fields, open space, allotments, associated infrastructure and internal roads (planning reference 20/02569/REM).
- 2.2 The wider site has consent for up to 1,300 homes and other facilities including a primary school and community facilities (planning reference S/2682/13/OL).

3. The Proposal

- 3.1 The application seeks to vary condition 1 (approved plans) of planning permission 20/02569/REM to replace six two-storey houses with six three-storey houses (C2 and C3) and to replace five carports with garages (D4).
- 3.2 The Plots to be replaced with three storey houses are Plots 377-378, 380, 513 and 515-516, the Plots to gain garages in place of carports are Plots 342 and 351-354.

4. Relevant Site History

- 4.1 The application site has been subject to an extensive planning history, which is set out in full in **Appendix 1**. Table 2 below provides a summary of key planning permissions.

Reference	Description	Decision
20/02569/REM	Reserved matters application as part of Phase 1B pursuant to condition 5 (Reserved Matters) of outline planning permission S/2682/13/OL dated 30 November 2016 (EIA Development) for detailed access, appearance, landscaping, layout and scale for the creation of 308 new homes, non-residential floor space, laying out of playing fields, open space, allotments, associated infrastructure and internal roads	Approved (15-Dec-20)
S/2682/13/OL	up to 1300 homes primary school food store community facilities open spaces landscaping and associated infrastructure and other development	Approved (30-Nov-16)

Table 2: Relevant Planning History

5. Policy

- 5.1 A list of relevant planning policy is provided in **Appendix 2**.

6 Consultations

- 6.1 Full redacted versions of the comments summarised below can be found on the Council's website.

6.2 Fen Ditton Parish Council – Objection

- 6.3 Comments. Object to the conversion of the carports into garages as there is the potential of loss of car parking space with garages being used for other than car parking which in turn would lead to cars being parked on/over paths.

6.4 Teversham Parish Council – Objection

- 6.5 Comments. Marks a significant change to the original application and object on the grounds of unacceptable increase in housing density and a reduction in car parking spaces.

6.6 Contaminated Land – No objection

6.7 Designing Out Crime Officer – No objection

6.8 Ecology Officer – No comments to make

6.9 Environmental Health Team – No objection

6.10 Historic Environment (Conservation) – No objection

6.11 Historic Environment Team (County Archaeology) – No objection

6.12 Housing Strategy Team – No comments to make

6.13 Landscape Officer – No objection

6.14 Lead Local Flood Authority – No objection

6.15 Local Highways Authority – No objection

6.16 MOD Safeguarding (Cambridge City Airport) – No objection

6.17 National Highways – No objection

6.18 Sport England – No objection

6.19 **Trees Officer** – No comments to make

6.20 **Urban Design Officer** – No objection

7 Publicity

7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site Notice	Yes
Advertisement	Yes

8 Third Party Representations

8.1 None received.

9 Member Representations

9.1 None received.

10 Local Groups

10.1 None received.

11 Planning Background

11.1 The site forms Phase 1b of the Marleigh Development north of Newmarket Road. The site benefits from reserved matters consent for 308 new homes, non-residential floorspace, layout of playing fields, open space, allotments, associated infrastructure and internal roads (planning reference 20/02569/REM).

11.2 The wider site has consent for up to 1,300 homes and other facilities including a primary school and community facilities (planning reference S/2682/13/OL).

11.3 The application seeks to vary condition 1 (approved plans) of planning permission 20/02569/REM to replace six two-storey houses (C2 and C3) with three-storey houses and to replace five carports with garages (D4).

11.4 This application is made under Section 73 of the Town and Country Planning Act 1990. Consideration has therefore been given to the question of the conditions subject to which planning permission should be granted if the Section 73 is approved. Due regard has been had to the development plan and any and all material considerations including any changes to policies and circumstances since the granting of the original planning permission. The issues for consideration are those to which the proposed variations relate to.

- 11.5 The principle of residential and non-residential development on the site has already been established through outline consent S/2682/13/OL and later detailed in reserved matters 20/02569/REM.
- 11.6 Therefore, there is no in-principle to the proposed variation, which relates to the replacement of six two-storey houses (C2 and C3) within phase 1b with three-storey houses and the replacement of five carports with garages (D4), which fall within the parameters of the existing consents.

12 Assessment

- 12.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Housing Mix
 - Character and Visual Amenity
 - Residential Amenity
 - Parking Provision & Highway Safety
 - Third Party Representations

13 Housing Mix

- 13.1 The proposed variation to dwelling type would see the replacement of six two-storey 3-bed dwellings with six three-storey 4-bed dwellings.
- 13.2 The consented housing mix of Phase 1b is 10x 1-2 bed dwellings (5%), 96x 3-bed dwellings (43%) and 115x 4+bed dwellings (52%). The proposed variation would result in 10x 1-2 bed dwellings (5%), 90x 3-bed dwellings (41%) and 121x 4+bed dwellings (55%), a minor variation to the consented market mix of Phase 1b.
- 13.3 Condition 25 of the outline consent, reference S/2682/13/OL, sets out the requirements for the mix of market housing to be delivered on site, referring to taking into account the indicative mix of dwellings detailed within the Planning Statement and local knowledge of market demand.
- 13.4 The indicative mix of dwellings within the original Planning Statement that formed part of the outline application suggests the following market mix, based on 780 units (60%) of the 1,300 development being for private sale with the remaining 520 (40%) providing affordable units:

Private Sale Type	No.	%
Studios	20	2.50%
1 bed homes	59	7.50%
2 bed homes	223	28.75%
3 bed homes	214	27.50%
4 bed homes	205	26.25%

5 bed homes	59	7.50%
	780	100%

- 13.5 The proposed variations would not represent a significant departure from consented mix for Phase 1b or aspirations of the indicative market mix referenced at outline stage and are considered acceptable.

14 Character and Visual Amenity

- 14.1 The application seeks to replace six two-storey houses with three-storey houses and to replace five carports with garages.
- 14.2 The consented scheme incorporates a range of house types, including three-storey properties. The replacement of six two-storey houses with six three-storey houses does not depart from the consented scale of development. In design terms these alterations are considered acceptable, matching the scale of adjacent properties. The general external appearance and positioning of the dwellings within the site layout and street scene remain relatively consistent with the existing permission and are considered acceptable.
- 14.3 The proposal also seeks to replace five carports with garages. The provision of a garage in place of a carport would have a negligible impact on the character and visual amenity of the consented scheme, noting that garages are provided elsewhere within the consented scheme and adjacent permissions.
- 14.4 The proposed changes do not negatively impact the street scene, overall character, or functionality of the development and are therefore acceptable in design terms.
- 14.5 The proposed variations would comply with Policy HQ/1 of the Local Plan and the design objectives of the site-wide Design Code.

15 Residential Amenity

- 15.1 The proposed variations introduce a scale of development already present within the development and on adjacent consented Plots. Given the siting of the dwellings within the layout the proposed variations are not considered to result in significant harm to the amenities of the Plots within the site by way of loss of light, overbearing impact or loss of privacy.
- 15.2 The proposed variations would comply with Policy HQ/1 of the Local Plan and the site-wide Design Code in terms of the amenities of future occupiers.

16 Parking Provision & Highway Safety

Parking Provision

- 16.1 The application proposes to replace five carports with garages; as such there is no reduction in parking provision for each Plot, with those affected retaining two off-road parking spaces within their residential curtilage. This provision accords with Policy TI/3 of the Local Plan.
- 16.2 Policy TI/3 of the Local Plan sets out that the minimum size of a residential garage (or carport) should be 3.3 metres x 6 metres for a car, with an additional 1 metre at the end and/or 650-750mm at the side of a garage to park cycles.
- 16.3 The proposed garages would have an internal area of approximately 3.3 metres in width and 7 metres in length, with the ground floor layout plan shows four cycle parking spaces accommodated at the end of the garage. The proposed garages would therefore accord with the recommended standards of Policy TI/3.
- 16.4 The parking space in front of the garage would provide a parking area approximately 5 metres by 3.5 metres, according with recommended standards.
- 16.5 Officers also note that six additional bedrooms would be introduced by the proposed changes, but the number of parking spaces required by the relevant properties is provided to each Plot (i.e., two off-road spaces within the curtilage). Sufficient cycle parking is also provided to those Plots.
- 16.6 The concerns raised by Fen Ditton Parish Council and Teversham Parish Council are noted.
- 16.7 However, as set out above, the proposed variations do not reduce the number of parking spaces provided to each of the relevant Plots, which would still benefit from two off-road parking spaces. Furthermore, the parking space in front of the garage and within the curtilage of the relevant Plots would meet recommended standards in terms of its size and would therefore not result in direct conflict with the public highway.
- 16.8 Officers note that the consented scheme places cycle parking to the rear of the consented carports beyond a pedestrian access for each Plot, which would have to be taken through the carport. The proposed arrangements are therefore considered to represent an improvement to the approved scheme with regard to cycle accessibility.
- 16.9 The proposed variations would comply with Policies HQ/1 and TI/3 of the Local Plan and the site-wide Design Code.

Highway Safety

- 16.10 The proposed variations do not result in any alterations to vehicular access to any of the Plots and as such the proposal does not result in harm to highway safety, noting that the Local Highways Authority raise no objection.
- 16.11 The proposed variations would comply with Policy HQ/1 and NPPF guidance in terms of highway safety.

17 Third Party Representations

- 17.1 The comment received from Teversham Parish Council reference an unacceptable increase in housing density.
- 17.2 The proposed variations do not add to the number of dwellings within the consented scheme and therefore have no impact on the density of development in terms of dwellings per hectare.

18 Other Matters

- 18.1 As several conditions from the reserved matters permission have been discharged, or discharged in part, an additional condition is recommended as part of any Section 73 permission to tie the new consent to those details agreed through formal discharge of conditions applications in so far as they relate to the relevant conditions of the permission (**Condition 30 – discharge of conditions**).

19 Planning Balance

- 19.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 19.2 The proposed changes are considered relatively minor in design terms. There would be no reduction in parking provision, with the proposed garages meeting recommended minimum size standards.
- 19.3 For the reasons set out in this report, the proposed variations are supported by officers and the recommendation is to approve the application subject to conditions and informatives as set out below. The proposed changes would accord with relevant planning policy and the site-wide Design Code.
- 19.4 Having considered 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.

20 Recommendation

20.1 Approve planning permission of Section 73 application reference 23/01939/S73, subject to:

- (i) The conditions and informatives set out below in this report; and
- (ii) Authority delegated to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

21 Planning Conditions & Informatives

Conditions

1. Plan Compliance

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

Plans to be listed:

As listed on 20/02569/REM with the following updates:

<i>Previously Approved Drawing</i>	<i>Replacement Drawing</i>
<i>Proposed Site Plan 097_PL_RM3_008 C</i>	<i>Proposed Site Plan 097_PL_RM3_008 D</i>
<i>Lots C1 + C2 Ground Floor 097_PL_RM3_108 A</i>	<i>Lots C1 + C2 Ground Floor 097_PL_RM3_108 B</i>
<i>Lots C1 + C2 First Floor 097_PL_RM3_109</i>	<i>Lots C1 + C2 First Floor 097_PL_RM3_109 A</i>
<i>Lots C1 + C2 Second Floor 097_PL_RM3_110</i>	<i>Lots C1 + C2 Second Floor 097_PL_RM3_110 A</i>
<i>Lots C1 + C2 Roof 097_PL_RM3_108 A</i>	<i>Lots C1 + C2 Roof 097_PL_RM3_111 A</i>
<i>Lots C3 + C4 + B2 Ground Floor 097_PL_RM3 112 A</i>	<i>Lots C3 + C4 + B2 Ground Floor 097_PL_RM3 112</i>
<i>Lots C3 + C4 + B2 First Floor 097_PL_RM3 113</i>	<i>Lots C3 + C4 + B2 First Floor 097_PL_RM3 113 A</i>
<i>Lots C3 + C4 + B2 Second Floor 097_PL_RM3 114</i>	<i>Lots C3 + C4 + B2 Second Floor 097_PL_RM3 114 A</i>
<i>Lots C3 + C4 + B2 Roof 097_PL_RM3 115</i>	<i>Lots C3 + C4 + B2 Roof 097_PL_RM3 115 A</i>
<i>Lots D2 + D4 + B3 Ground Floor 097_PL_RM3 116 A</i>	<i>Lots D2 + D4 + B3 Ground Floor 097_PL_RM3 116 B</i>

<i>Lots D2 + D4 + B3 First Floor 097_PL_RM3 117</i>	<i>Lots D2 + D4 + B3 First Floor 097_PL_RM3 117 A</i>
<i>Lots D2 + D4 + B3 Second Floor 097_PL_RM3 118</i>	<i>Lots D2 + D4 + B3 Second Floor 097_PL_RM3 118 A</i>
<i>Lots D2 + D4 + B3 Roof 097_PL_RM3 119</i>	<i>Lots D2 + D4 + B3 Roof 097_PL_RM3 119 A</i>
<i>Lot C2 Elevation 097_PL_RM3 308 A</i>	<i>Lot C2 Elevation 097_PL_RM3 308 B</i>
<i>Lot C3 Elevation 097_PL_RM3 309 A</i>	<i>Lot C3 Elevation 097_PL_RM3 309 B</i>
<i>Lots D4 + B4 Elevation 097_PL_RM3 312</i>	<i>Lots D4 + B4 Elevation 097_PL_RM3 312 A</i>

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

2. Materials

Prior to the commencement of development, with the exception of works up to and including slab level, details of the materials for the external surfaces of buildings to be used in the construction of the development shall be submitted to and approved in writing by the Local Planning Authority and shall include external features such as windows, window reveals, façade panels, head and cill treatments, brick slip systems, rainwater details, porch details and doors. The details should be accompanied by a materials schedule, large-scale drawings and samples as appropriate.

Reason: In the interests of visual amenity and to fully assess the external materials palette. (South Cambridgeshire Local Plan 2018; policy HQ/1).

3. Sample Panel

No brickwork above ground level shall be laid until a sample panel (at least 1.5m x 1.5m) has been prepared on site, detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and mortar technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel shall be retained on site for the duration of the works. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to fully assess the external materials palette. (South Cambridgeshire Local Plan 2018; policy HQ/1).

4. Sports Pavilion Management Strategy

Prior to first use of the sports pavilion hereby approved, a Sports Pavilion Management Strategy shall be submitted to and approved in writing by the

Local Planning Authority. The Strategy shall ensure the effective management and maintenance of the facility and include details of the management body or organisation which will be appointed to manage the facility, waste management and recycling arrangements; operating hours and an appropriate timetable for establishing the management arrangements. The facility will be constructed in accordance with the approved strategy.

Reason: To maintain the quality of and secure the safe use of sports facilities (South Cambridgeshire Local Plan 2018; policy SC/4).

5. Allotments Provision

Prior to occupation of the 100th dwelling, full details of the allotments shall be submitted to and approved in writing by the Local Planning Authority. These details to include:

- a) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders (including plots with disabled access areas); areas for communal storage of materials (for example, manure and compost) and communal storage of tools and supplies (eg lockers and bins) and a timeframe for their delivery.
- b) Proposed management arrangements of the body or organisation which will be appointed to manage the facility, and draft allotment tenancy agreements and management rules. This shall include consideration of general and individual plot holder Rules, Conditions and Code of Conduct, with compliance thereafter.
- c) Access, vehicle and cycle parking arrangements to allow easy and safe access to the allotments which prioritises sustainable modes of transport and allows for the occasional delivery of bulky goods.
- d) Details of the allotment building (including composting toilet, green roof and solar energy opportunities and operating hours) and an appropriate timetable for its delivery.
- e) Water supply, including use of stored rainwater and SuDS for watering crops.
- f) Provision of good quality soil to British Standards 3882:2015 or equivalent, with structure and texture to allow free drainage and cropping, including final preparation of allotment plots to provide suitable levels and tilth for production of a range of garden crops.
- g) Boundary treatment, including security arrangements for the allotments and along the northern boundary of the allotments which abuts High Ditch Road.

The development shall be in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (South Cambridgeshire Local Plan 2018; policies SC/4, SC/7, and SS/3)

6. Public Art Delivery Plan

Prior to construction above ground level, full details of a scheme of public art for Phase 1B, including a programme for delivery, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for public art shall be carried out in accordance with the approved details not later than 6 months after first occupation, or within a timeframe set out and agreed within the submitted scheme. The scheme shall demonstrate how the strategy integrates with the outline site wide public art strategy.

Reason: In the interest of creating successful, high quality, attractive environments (South Cambridgeshire District Plan 2018; policy HQ/2).

7. Use of Playing Fields

The playing field/artificial grass pitch shall be used for Outdoor Sport and for no other purpose (including without limitation any other purpose in Class D2 Use Classes Order 2005, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To protect the playing field from loss and/or damage and to maintain the quality of and secure the safe use of sports pitch/es (South Cambridgeshire Local Plan; policy SC/4).

8. Playing Fields Management and Maintenance Scheme

Prior to the bringing into use of the playing fields a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.

Reason: To ensure that the playing fields are capable of being managed and maintained to deliver sports facilities which are fit for purpose, sustainable and ensure sufficient benefit of the development to sport (National Planning Policy Framework (NPPF) para 97; South Cambridge Local Plan 2018 policy SC/4).

9. Details of Woodland NEAP

Prior to the occupation of the 100th dwelling, a plan indicating the equipment details of the woodland NEAP hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include

equipment focussed on 10-14 year olds, group activities, and teen shelter. The development shall be in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (South Cambridgeshire Local Plan 2018; policies DP/2, SC/7, and SS/3).

10. Delivery of Local Areas of Play (LAPs) and Reduced LAP (Doorstep Play)

The Local Areas of Play (LAPs) and reduced LAP (doorstep play) hereby approved shall be delivered in accordance with the 'LAP delivery plan for Phase 1B planning' submitted with the application.

Reason: To ensure that appropriate facilities for youth and children's play provision are provided in relation to the development of the site (South Cambridgeshire Local Plan 2018; policy HQ/1).

11. Landscape Maintenance and Management Plan

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

Reason: In the interests of visual amenity and to ensure that hard and soft landscape is provided as part of the development (South Cambridgeshire Local Plan 2018; policy HQ/1).

12. Waste and Recycling Arrangements

No development shall commence until details of the on-site storage facilities for waste (including waste for recycling) in respect of the residential dwellings hereby approved have been submitted to and approved in writing by the Local Planning authority. The details shall include the detailed position and layout of bin stores and arrangements for their provision, on-site storage, delivery and installation of waste containers for each dwelling prior to occupation of that dwelling. The RECAP Waste Management Design Guide will be utilised to ensure the development design will provide adequate space for internal and external waste storage.

The approved facilities for each residential dwelling shall be provided prior to the first occupation of that building and shall be retained thereafter.

Reason: To ensure that the details of the development are acceptable and ensure the provision of waste collection infrastructure on site (Cambridge East Area Action Plan 2008; policy CE/33).

13. Active Buildings Pilot Project Implementation

The proposals for the provision of the Active Building Pilot dwellings will be implemented in line with the approved details contained within the Energy Statement Marleigh Phase 1B - 16 Exemplar Homes Strategy (Pollard Thomas Edwards, June 2020).

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings to deliver an exemplar of sustainability (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

14. Implementation of Energy Strategy

The approved energy strategy as set out in the Energy Assessment Report (Stroma, 20/12/2018)) shall be fully implemented prior to the first occupation of the development. Prior to first residential occupation/first use of the sports pavilion/allotment clubhouse building in each build phase, a phasing plan and roof plan showing the layout of the proposed photovoltaic panels in that phase shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details and the photovoltaic panels shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

15. BREEAM Condition 1 - Design Stage Certification

Prior to occupation of the 400th residential and 800th residential unit, BRE issued Design Stage Certificates shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met for the allotment building and sports pavilion, Where the interim certificates shows a shortfall in credits for BREEAM 'excellent', statements shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a

comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

16. BREEAM Condition 2 - Post Construction Certification

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

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28).

17. Electric Vehicle Charging Wall Boxes

Prior to construction above slab level, the following shall be submitted to and approved in writing by the Local Planning Authority:

1. Details of the domestic electric vehicle standard slow charge points to be provided for each residential dwelling.
2. Details of the passive charge points to be provided for the residential apartments.

The details to be provided shall include location of charging unit, capacity, charge rate, details of model, availability of power supply, location of cabling and electric infrastructure drawings. The slow charge points shall provide a power transfer of between 2.4kW and 7.3kW. The chargers shall be either Mode 2 (3.6kW) or Mode 3 (7.2kW) with either a Type 1 or Type 2 socket.

In accordance with the approved details, the charging points/sockets shall be fitted and be fully operational prior to the occupation of the residential dwelling to which they relate. The passive charge infrastructure will be available prior to the occupation of the residential apartments to which they relate.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainability Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28.)

18. External Lighting

Notwithstanding details provided within the application submission, full details of any external lighting, such as street lighting and residential lighting (as set out in outline condition 18), and any lighting associated with the sports pitches, allotment building and sports pavilion hereby approved, shall be submitted to and approved by the Local Planning Authority. 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, and in the interests of amenity (South Cambridgeshire Local Plan 2018; policy HQ/1).

19. Tree Protection Plan

Before any works on site commence a detailed Arboricultural Method Statement and Tree Protection Strategy shall be submitted to and approved in writing by the Local Authority, including details of timing of events, protective fencing and ground protection measures. This should comply with BS5837. The tree protection measures shall be installed in accordance with the approved tree protection strategy before any works commence on site. The tree protection measures shall remain in place throughout the construction period and may only be removed following completion of all construction works.

Reason: To ensure that trees to be retained will be protected from damage during the construction activity, in the interests of the preservation of arboricultural amenity (South Cambridgeshire Local Plan; policies NH/6 and HQ/1).

20. Bridge Over Attenuation Pond

Within six months of the commencement of development, the detailed design of the bridge over the attenuation pond shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the detail of the development is acceptable (South Cambridgeshire Local Plan 2018; policy SC/11).

21. Road Levels

Prior to first residential occupation, the detailed level design of all roads shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the details of the development are acceptable (South Cambridgeshire Local Plan 2018; policy SC/11).

22. Noise Mitigation Measures – Compliance

The development, hereby approved, shall be carried out in accordance with the mitigation measures as set out in the Phase 1B, Marleigh Development, Land Off Newmarket Road, Discharge of Condition 21, (Project Reference. M4425-Ph1B-C21 dated 29th April 2020) prepared by Ian Sharland Ltd and its supplementary appendices.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed noise sensitive uses resulting from noise and secure acceptable living conditions (policies CE/19 and CE/26 of the Cambridge East Area Action Plan 2008; policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018 and the NPPF).

23. Noise Insulation Scheme

Prior to the commencement of the development of the active pilot buildings, an assessment of the noise impact of any renewable energy provision sources (such as air source heat pumps or wind turbines) and a scheme for insulation as necessary, shall be submitted to and approved in writing by the Local Planning Authority. Any noise insulation scheme as approved shall be fully implemented before first occupation of the active pilot buildings and shall thereafter be maintained in accordance with the approved details.

Reason: To avoid noise from giving rise to significant adverse impacts on health and quality of life and to mitigate and reduce to a minimum potential adverse impacts on proposed noise sensitive uses resulting from noise and secure acceptable living conditions (policies CE/19 and CE/26 of the Cambridge East Area Action Plan 2008; policies SS/3, HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018 and the NPPF).

24. Wildlife Hazard Management – Compliance

The development shall be carried out strictly in accordance with the Wildlife Hazard Management Plan, Project Wing, Aviaire, March 2019, V007 and Wildlife Hazard Management Compliance Statement, Project Wing, Aviaire, August 2020 V004. This includes provision of adequate bird control measures and the regime of monitoring in the construction period and post completion phases as set out in the WHMP.

Reason: To minimise the attractiveness of the development to birds, to ensure the safe movement of aircraft and the operation of Cambridge Airport (South Cambridgeshire Local Plan 2018; policy CE/32).

25. Biodiversity Report – Compliance

The development shall be carried out strictly in accordance with the Biodiversity Report (May 2020) (May 2020). This includes provision of

construction phase mitigation and avoidance strategies for protected species likely to be found on or near the site.

Reason: To ensure the impacts of the development on biodiversity is mitigated (South Cambridgeshire Local Plan 2018; policy NE/4 and paragraph 170 of the National Planning Policy Framework).

26. Amenity Grass Seed Mix

Prior to the commencement of development, details of the amenity grass seed mix shall be submitted to and approved in writing by the Local Planning Authority. Development shall be in accordance with approved details.

Reason: In the interests of improving biodiversity (South Cambridgeshire Local Plan 2018; policy NH/4).

27. Construction Cranes

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

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, South Cambridgeshire Local Plan 2018 Policy TI/6.

28. Visitor Car Parking

Prior to the commencement of development, details of the visitor car parking shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation/use of the buildings to which they relate.

Reason: To ensure that the details of the development are acceptable.

29. 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).

Reason: To ensure the impact of the development on biodiversity is acceptable (South Cambridgeshire Local Plan 2018; policy NE/4 and paragraph 170 of the National Planning Policy Framework).

30. Conditions 1-35 of planning permission 20/02569/REM shall continue to apply to this permission. Where such conditions pertaining to 20/02569/REM have been discharged, the development of planning permission

23/01939/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

Informatives

1. **INFORMATIVE:** This planning permission should be read in conjunction with the associated deed of planning obligation prepared under Section 106 of the Town and Country Planning Act 1990 (as amended) (planning application reference S/2682/13/OL). The Applicant is reminded that under the terms of the Section 106 Agreement you are required to notify the District Council of the date of commencement of development.
2. **INFORMATIVE:** The Applicant's attention is drawn to the conditions attached to outline application S/2682/13/OL that require the submission of and approval of details by the Local Planning Authority before development can commence.
3. **INFORMATIVE:** A noise and vibration assessment of Operational Noise, including mitigation/insulation scheme for non-residential use classes (e.g. Research and development areas, retail units, energy centres, waste recycling facilities, community buildings, recreational uses such as sports and games areas and any associated operational plant and equipment) will have due regard to and shall be in accordance with industry best practice / technical guidance including DEFRA's Noise Policy statement for England (as referenced in the NPPF, March 2012) and South Cambridgeshire District Council's Supplementary Planning Document.
4. **INFORMATIVE:** 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. **INFORMATIVE:** Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note Cambridgeshire County Council does not regulate ordinary watercourses in Internal Drainage Board areas.

6. INFORMATIVE: Contaminated land should be considered and assessed in accordance with government / industry best practice and technical guidance and the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020'
<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/>

Helen Bord or Claire Sproates (Scientific Officers), SCDC Health & Environmental Services - Contaminated Land can provide comments on contaminated land pertinent to this site if required. Telephone No: 01954 713444 or email contamland@scambs.gov.uk

7. INFORMATIVE: The Applicant is advised that this decision notice does not give permission for the detailed road layout (such as drains, lighting and supporting structures), nor does it imply that the Cambridgeshire County Council as Highway Authority will adopt the new roads that are proposed as part of this development. A separate application will need to be made to the County Council under Section 38 of the Highways Act 1980 (as amended).
8. INFORMATIVE: The Applicant is advised that letter boxes should be located a minimum of 6 inches above the ground.
9. INFORMATIVE: This decision also relates to the partial discharge of the following outline planning conditions (planning application reference S/2682/13/OL) as they relate to the Phase 1B application proposals: Condition 11 (Site wide sustainability strategy); Condition 12 (Hard and soft landscaping); Condition 13 (Tree retention/removal); Condition 14 (Local areas of play); Condition 16 (Allotment details); Condition 17 (Ecological mitigation); Condition 19 (Pedestrian and cycle routes); Condition 20 (Car parking); Condition 21 (Noise and insulation); Condition 23 (Details of refuse storage); Condition 24 (Distribution of market and affordable housing); Condition 25 (Mix of private dwellings); Condition 26 (Sustainable design and construction); Condition 27 (Code for Sustainable Homes); Condition 28 (Compliance with site wide sustainability strategy); Condition 30 (Cycle Parking); Condition 34 (Surface water drainage); Condition 40 (Bird hazard management); Condition 48 (Water Vole mitigation); Condition 51 (Compliance with Code for Sustainable Homes level 4 for all dwellings).

Background Papers

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs
- Cambridge East Area Action Plan (2008)

Appendix 1 – Relevant Planning History

Reference	Description	Decision
20/02569/COND27	Submission of details required by condition 27 (Construction Cranes) of reserved matters application 20/02569/REM	Approved (13-Apr-23)
20/02569/COND20	Submission of details required by condition 20 (Bridge Over Attenuation Pond) of planning permission 20/02569/REM	Approved (02-Dec-22)
20/02569/COND14A	Submission of details required by condition 14 (Implementation of Energy Strategy) of reserved matters application 20/02569/REM (for build phase 1C only)	Part Discharge (18-Nov-22)
20/02569/COND21A	Submission of details required by condition 21 (Road Levels) of reserved matters application 20/02569/REM (build parcel 1c only)	Part Discharge (27-Oct-22)
20/02569/COND11	Submission of details required by condition 11 (Landscape Management Plan) of reserved matters application 20/02569/REM	Approved (21-Apr-22)
20/02569/COND14	Submission of details required by condition 14 (Implementation of Energy Strategy) of reserved matters application 20/02569/REM roads (for build parcels 1b-1e, plots 151-238)	Part Discharge (17-Feb-22)
20/02569/COND21	Submission of details required by condition 21 (Road Levels) of reserved matters application 20/02569/REM (build parcel 1b (plots 151-238) only)	Part Discharge (04-Feb-22)
20/02569/COND17	Submission of details required by condition 17 (Electric Vehicle Charging) of planning permission 20/02569/REM	Approved (08-Sep-21)
20/02569/COND6	Submission of details required by condition 6 (Public Art Delivery Scheme) of planning permission 20/02569/REM	Part Discharge (02-Jun-21)
20/02569/COND3	Submission of details required by condition 3 (Sample Panel) of planning permission 20/02569/REM	Approved (14-Apr-21)
20/02569/COND12	Submission of details required by condition 12 (Waste and Recycling Arrangements) of 20/02569/REM	Approved (02-Mar-21)
20/02569/COND2	Submission of details required by condition 2 (Materials) of 20/02569/REM	Approved (19-Feb-21)
20/02569/COND19	Submission of details required by condition 19 (Tree Protection Plan) of 20/02569/REM	Approved (17-Feb-21)
20/02569/COND26	Submission of details required by condition 26 (Amenity Grass Seed Mix) of 20/02569/REM	Approved (12-Feb-21)
20/02569/COND28	Submission of details required by condition 28 (Visitor Car Parking) of 20/02569/REM	Approved (12-Feb-21)
20/02569/REM	Reserved matters application as part of Phase 1B pursuant to condition 5 (Reserved Matters) of outline planning permission S/2682/13/OL dated 30 November 2016 (EIA Development) for detailed access, appearance, landscaping, layout and scale for the creation of 308 new homes,	Approved (15-Dec-20)

	non-residential floor space, laying out of playing fields, open space, allotments, associated infrastructure and internal roads	
S/2682/13/OL	up to 1300 homes primary school food store community facilities open spaces landscaping and associated infrastructure and other development	Approved (30-Nov-16)

Appendix 2 – Planning Policy

National Policy

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

South Cambridgeshire Local Plan 2018

Policy S/1 – Vision

Policy S/2 – Objectives of the Local Plan

Policy S/3 – Presumption in Favour of Sustainable Development

Policy S/5 – Provision of Jobs and Homes

Policy S/6 – The Development Strategy to 2031

Policy SS/3 – Cambridge East

Policy CC/1 – Mitigation and Adaptation to Climate Change

Policy CC/3 – Renewable Energy and Low Energy in New Developments

Policy CC/4 – Water Efficiency

Policy CC/6 – Construction Methods

Policy CC/7 – Water Quality

Policy CC/8 – Sustainable Drainage Systems

Policy CC/9 – Managing Flood Risk

Policy HQ/1 – Design Principles

Policy HQ/2 – Public Art in New Development

Policy NH/4 – Biodiversity

Policy NH/6 – Green Infrastructure

Policy NH/14 – Heritage Assets

Policy H/8 – Housing Density

Policy H/9 – Housing Mix

Policy H/10 – Affordable Housing

Policy H/12 – Residential Space Standards

Policy SC/2 – Health Impact Assessment
Policy SC/4 – Meeting Community Needs
Policy SC/9 – Lighting Proposals
Policy SC/10 – Noise Pollution
Policy SC/14 – Odour and Other Fugitive Emissions to Air
Policy TI/2 – Planning for Sustainable Travel
Policy TI/3 – Parking Provision
Policy TI/6 – Cambridge Airport Public Safety Zone
Policy TI/10 – Broadband

Cambridge East Area Action Plan (CEAAP) 2008

CE/1 – Vision for East Cambridge
CE/2 – Development Principles
SE/6 – Local Centres
CE/7 – Cambridge East housing
CE/11 – Alternative modes and Parking
CE/12 – Transport for North of Newmarket Road
CE/13 – Landscape Principles
CE/14 – Landscaping within Cambridge East
CE/16 - Biodiversity
CE/17 – Existing Biodiversity Features
CE/22 – Land Drainage, Water Conservation, Foul Drainage and Sewerage Disposal
CE/23 – Telecommunications Infrastructure
CE/24 – Energy
CE/25 – Sustainable Building Methods and Materials
CE/26 – Noise
CE/27 – Air Quality
CE/28 – Exemplar in Sustainability
CE/30 – Early Delivery of Strategic Landscaping
CE/32 – Cambridge Airport Safety Zones

Supplementary Planning Documents (SPD)

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

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

South Cambridgeshire Health Impact Assessment SPD – Adopted March 2011
South Cambridgeshire Affordable Housing SPD – Adopted March 2010
South Cambridgeshire District Design Guide SPD – Adopted March 2010
South Cambridgeshire Landscape in New Developments SPD – Adopted March 2010
South Cambridgeshire Biodiversity SPD – Adopted July 2009

South Cambridgeshire Open Space in New Developments SPD – Adopted January 2009
South Cambridgeshire Trees & Development Sites SPD – Adopted January 2009
South Cambridgeshire Public Art SPD – Adopted January 2009

Neighbourhood Plans

None relevant

Other Guidance

Site Wide Design Code (2018)

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23/01938/S73 – Land North of Newmarket Road, Fen Ditton

Application Details

Planning Committee Date: 20 September 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Fen Ditton & Fulbourn

Parish: Fen Ditton

Proposal: S73 to vary condition 1 (Approved plans) of planning permission 22/03432/S73 (S73 to vary condition 29 of ref: 22/02554/S73 (Reserved matters application detailing access appearance landscaping layout and scale for the creation of 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works as part of Phase 1a of the Wing masterplan pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL) to enable retail unit 2 to be used for purposes covered under Use Class E(a), E(b), E(c), E(d), E(e) and E(gii) within Class E g) to re-orientate seven houses that front Gregory Park (Lot D3) and to replace eight carports with garages (D3)

Applicant: Hill Marshall

Presenting officer: Michael Sexton, Principal Planner

Reason presented to committee: The application is within the JDCC administrative area and there are Parish Council representations that are contrary to the officer recommendation for approval

Member site visit date: n/a

Key Issues:

1. Character and Visual Amenity
2. Parking Provision

Recommendation: Approve this Section 73 Application subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives.

Report contents

Section	Heading
1	Executive Summary
2	Site Description and Context
3	The Proposal
4	Relevant Site History
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9	Member Representations
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14	Residential Amenity
15	Parking Provision & Highway Safety
16	Third Party Representation
17	Planning Balance
18	Recommendation
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Table 1: Contents of report

1. Executive summary

- 1.1 The application seeks to vary condition 1 (approved plans) of planning permission 22/03432/S73, to re-orientate seven houses that front Gregory Park (Lot D3) and to replace eight carports with garages (D3).
- 1.2 The proposed changes are considered relatively minor in design terms. There would be no reduction in parking provision, with the proposed garages meeting recommended minimum size standards. The proposed changes would accord with relevant planning policy and the site-wide Design Code.
- 1.3 Officers recommend that the Joint Development Control Committee approves the application, subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and as appropriate.

2. Site Description and Context

- 2.1 The site forms Phase 1a of the Marleigh Development north of Newmarket Road. The site benefits from reserved matters consent for 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works (planning reference S/1096/19/RM).
- 2.2 The wider site has consent for up to 1,300 homes and other facilities including a primary school and community facilities (planning reference S/2682/13/OL).

3. The Proposal

- 3.1 The application seeks to vary condition 1 (approved plans) of planning permission 22/03432/S73 to re-orientate seven houses that front Gregory Park (Lot D3) and to replace eight carports with garages (D3).
- 3.2 The Plots to be re-orientated are Plots 326 to 332 that sit north of Gregory Park North, the Plots to gain garages in place of carports are Plots 334 to 341 that sit south of Gregory Park Mews.

4. Relevant Site History

- 4.1 The application site has been subject to an extensive planning history, which is set out in full in **Appendix 1**. Table 2 below provides a summary of key planning permissions.

Reference	Description	Decision
22/03432/S73	S73 to vary condition 29 of ref: 22/02554/S73 to enable retail unit 2 to be used for purposes covered under Use Class E(a), E(b), E(c), E(d), E(e) and E(gii) within Class E	Approved (02-Nov-22)
22/02554/S73	S73 to vary condition 9 of S/1096/19/RM to extend the opening hours for the convenience store on Sundays and Bank/Public Holidays to 0700 to 2200 hours	Approved (06-Sep-22)
S/1096/19/RM	Reserved matters application detailing access appearance landscaping layout and scale for the creation of 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works as part of Phase 1a of the Wing masterplan pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL	Approved (12-Sep-19)
S/2682/13/OL	up to 1300 homes primary school food store community facilities open spaces landscaping and associated infrastructure and other development	Approved (30-Nov-16)

Table 2: Relevant Planning History

5. Policy

5.1 A list of relevant planning policy is provided in **Appendix 2**.

6 Consultations

6.1 Full redacted versions of the comments summarised below can be found on the Council's website.

6.2 **Fen Ditton Parish Council** – Objection

6.3 Comments. Object to the conversion of the carports into garages as there is the potential of loss of car parking space with garages being used for other than car parking which in turn would lead to cars being parked on/over paths.

6.4 **Great Wilbraham Parish Council** – No comments to make

6.5 **Teversham Parish Council** – Objection

6.6 Comments. Marks a significant change to the original application and object on the grounds of unacceptable increase in housing density and a reduction in car parking spaces.

6.7 **Contaminated Land** – No objection

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

6.9 **Environmental Health Team** – No objection

6.10 **Historic Environment (Conservation)** – No objection

6.11 **Historic Environment Team (County Archaeology)** – No objection

6.12 **Housing Strategy Team** – No comments to make

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

6.14 **Local Highways Authority** – No objection

6.15 **Ramblers Association** – No objection

6.16 **Trees Officer** – No objection

6.17 **Urban Design Officer** – No objection

7 Publicity

7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site Notice	Yes
Advertisement	Yes

8 Third Party Representations

8.1 None received.

9 Member Representations

9.1 **Cllr Hofman** – Comments

9.2 Raises concern regarding the conversion of the carports to garages and associated parking issues, including reference to no yellow lines.

9.3 A full redacted version of these comments can be found on the Council's website.

10 Local Groups

10.1 None received.

11 Planning Background

11.1 The site forms Phase 1a of the Marleigh Development north of Newmarket Road. The site benefits from reserved matters consent for 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works (planning reference S/1096/19/RM).

11.2 The reserved matters permission has been varied by two previous Section 73 applications, the first extending opening hours for the convenience store (condition 9) and the second to enable expanded uses within Class E for retail unit 2 (condition 29).

11.3 The wider site has consent for up to 1,300 homes and other facilities including a primary school and community facilities (planning reference S/2682/13/OL).

11.4 The application seeks to vary condition 1 (approved plans) of planning permission 22/03432/S73 to re-orientate seven houses that front Gregory Park (Lot D3) and to replace eight carports with garages (D3).

11.5 This application is made under Section 73 of the Town and Country Planning Act 1990. Consideration has therefore been given to the question of the conditions subject to which planning permission should be granted if the

Section 73 is approved. Due regard has been had to the development plan and any and all material considerations including any changes to policies and circumstances since the granting of the original planning permission. The issues for consideration are those to which the proposed variations relate to.

11.6 The principle of residential and non-residential development on the site has already been established through outline consent S/2682/13/OL and later detailed in reserved matters S/1096/19/RM (and subsequent Section 73 permissions).

11.7 Therefore, there is no in-principle to the proposed variation, which relates to the re-orientation of seven houses that front Gregory Park (Lot D3) and the replacement of eight carports with garages (D3), which fall within the parameters of the existing consents.

12 Assessment

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

- Character and Visual Amenity
- Residential Amenity
- Parking Provision & Highway Safety
- Third Party Representations

13 Character and Visual Amenity

13.1 The application seeks to re-orientate seven houses that front Gregory Park (Lot D3) to provide an improved private amenity area for each Plot.

13.2 A key design change is the location of the single storey rear projection that is present on three of the six semi-detached properties that front Gregory Park North. It is proposed to 'flip' the consented arrangements within the paired Plots such that the western Plot becomes the property with the single storey rear projection and as a result provides a private amenity space to the west of the rear projection as opposed to the east as consented.

13.3 The other design change relates to Plot 326 where a single storey element is moved from the western elevation of the main dwelling to the north adjacent to Jubilee Lane.

13.4 In design terms these alterations are considered relatively minor and the general external appearance and positioning of the dwellings within the site layout and street scene remains generally consistent with the existing permission and are considered acceptable.

13.5 The application also seeks to replace of eight carports with garages. The provision of a garage in place of a carport would have a negligible impact on

the character and visual amenity of the development, noting that garages are provided elsewhere within the consented scheme and adjacent permissions.

- 13.6 The proposed variations would comply with Policy HQ/1 of the Local Plan and the design objectives of the site-wide Design Code.

14 Residential Amenity

- 14.1 The proposed variations relate to changes to single storey elements within the site layout. As such, the variations are not considered to result in significant harm to the amenities of the Plots within the site by way of loss of light, overbearing impact or loss of privacy.
- 14.2 The proposed variations would comply with Policy HQ/1 of the Local Plan and the site-wide Design Code in terms of the amenities of future occupiers.

15 Parking Provision & Highway Safety

Parking Provision

- 15.1 The application proposes to replace eight carports with garages; as such there is no reduction in parking provision for each Plot, with those affected retaining two off-road parking spaces within their residential curtilage. This provision accords with Policy TI/3 of the Local Plan.
- 15.2 Policy TI/3 of the Local Plan also sets out that the minimum size of a residential garage (or carport) should be 3.3 metres x 6 metres for a car, with an additional 1 metre at the end and/or 650-750mm at the side of a garage to park cycles.
- 15.3 The proposed garages would have an internal area of approximately 3.3 metres in width and 7 metres in length, with the ground floor layout plan shows four cycle parking spaces accommodated at the end of the garage. The proposed garages would therefore accord with the recommended standards of Policy TI/3.
- 15.4 The parking space in front of the garage would provide a parking area approximately 5 metres by 3.5 metres, according with recommended standards.
- 15.5 The concerns raised by Fen Ditton Parish Council, Teversham Parish Council and Cllr Hofman are noted.
- 15.6 However, as set out above, the proposed variations do not reduce the number of parking spaces provided to each of the relevant Plots, which would still benefit from two off-road parking spaces. Furthermore, the parking space in front of the garage and within the curtilage of the relevant Plots would meet recommended standards in terms of its size and would therefore not result in direct conflict with the public highway.

- 15.7 Officers note that the consented scheme places cycle parking within sheds in the rear gardens of each Plot, which would have to be taken through the carport; the proposed arrangements are therefore considered to represent an improvement to the approved scheme with regard to cycle accessibility.
- 15.8 The proposed variations would comply with Policies HQ/1 and TI/3 of the Local Plan and the site-wide Design Code.

Highway Safety

- 15.9 The proposed variations do not result in any alterations to vehicular access to any of the Plots and as such the proposal does not result in harm to highway safety, noting that the Local Highways Authority raise no objection.
- 15.10 The proposed variations would comply with Policy HQ/1 and NPPF guidance in terms of highway safety.

16 Third Party Representations

- 16.1 The comment received from Teversham Parish Council reference an unacceptable increase in housing density.
- 16.2 The proposed variations do not add to the number of dwellings within the consented scheme and therefore have no impact on the density of development in terms of dwellings per hectare.

17 Planning Balance

- 17.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 17.2 The proposed changes are considered relatively minor in design terms. There would be no reduction in parking provision, with the proposed garages meeting recommended minimum size standards.
- 17.3 For the reasons set out in this report, the proposed variations are supported by officers and the recommendation is to approve the application subject to conditions and informatives as set out below. The proposed changes would accord with relevant planning policy and the site-wide Design Code.
- 17.4 Having considered 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.

18 Recommendation

18.1 Approve planning permission of Section 73 application reference 23/01938/S73, subject to:

- (i) The conditions and informatives set out below in this report; and
- (ii) Authority delegated to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

19 Planning Conditions & Informatives

Conditions

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

Plans to be listed:

As listed on 22/02554/S73 with the following updates:

<i>Previously Approved Drawing</i>	<i>Replacement Drawing</i>
<i>Proposed Site Plan 16_097_PL_RM2_050 A</i>	<i>Proposed Site Plan 16_097_PL_RM2_050 C</i>
<i>Lots D1 + D3 Ground Floor 16_097_PL_RM2_100 A</i>	<i>Lots D1 + D3 Ground Floor 16_097_PL_RM2_100 C</i>
<i>Lots D1 + D3 First Floor 16_097_PL_RM2_101 A</i>	<i>Lots D1 + D3 First Floor 16_097_PL_RM2_101 C</i>
<i>Lots D1 + D3 Second Floor 16_097_PL_RM2_102 A</i>	<i>Lots D1 + D3 Second Floor 16_097_PL_RM2_102 C</i>
<i>Lots D1 + D3 Roof 16_097_PL_RM2_103 A</i>	<i>Lots D1 + D3 Roof 16_097_PL_RM2_103 C</i>
<i>Lot D3 Elevation 16_097_PL_RM2_301 A</i>	<i>Lot D3 Elevation 16_097_PL_RM2_301 B</i>

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. Prior to any works above slab level, samples of the materials to be used in the construction of the external surfaces of those buildings, which includes external features such as windows, window reveals, façade panels, head and cill treatments, brick slip systems, concrete strata band, porch details, doors, external metal work, balcony fronts and balustrades, podium feature gates, rain water goods, lintels and coping, shall be submitted to and approved in writing by the local planning authority.

A sample panel (at least 1.5m x 1.5m) of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing, colour, type of jointing and any special brick patterning (e.g. perforated, striped alternated courses) shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

(Reason - In the interests of visual amenity and to fully assess the external materials palette. South Cambridgeshire Local Plan 2018; Policy HQ/1.)

3. Prior to any works above slab level on block S1 sample panels of the materials to be used in Detail P-6 of Robert Myers drawing 672.01(CD)001, Detail P-3 and P-4 of Robert Myers drawing 672.01(CD)002 are to be erected on site and approved in writing by the Local Planning Authority. In addition, a sample of the synthetic turf proposed for the podium landscape shall also be submitted. The sample panels are to measure a minimum of 2m x 2m and clearly demonstrate the method of construction of the interfaces of two or more materials as shown in the details. The development shall be carried out in accordance with the approved details.

(Reason - In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. South Cambridgeshire Local Plan 2018; Policy HQ/1.)

4. Notwithstanding details provided within the application submission, full details of any external lighting, such as street lighting and residential lighting (as set out in outline condition 18) shall be submitted to and approved by the Local Planning Authority. 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, South Cambridgeshire Local Plan 2018; Policy HQ/1.)

5. Prior to first occupation of any residential dwellings or first use of the non-residential units, a landscape maintenance and management plan and updated soft landscape plans which take account of the cycleway through the market square, shall be submitted to and approved by the local planning authority in writing. The landscape plan shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

(Reason - In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development, South Cambridgeshire Local Plan 2018 Policy HQ/1.)

6. Prior to first occupation of any residential dwellings hereby permitted, a detailed specification of the three proposed Local Areas of Play within Gregory Park, Market Square and on the first floor podium of block S1, 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 - In the interests of ensuring the agreed play equipment is provided for all phases of the development as originally specified in outline condition 14; CEAAP policy CE/9 and South Cambridgeshire Local Plan 2018 Policy HQ/1.)

7. Prior to any works above slab level on block S1, a noise insulation scheme detailing the acoustic noise insulation performance specification of the building envelope of the residential units above and adjacent to the community rooms (having regard to the building fabric, glazing and ventilation) to protect residential amenity shall be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented prior to first use of the non-residential units within block S1 and shall thereafter be retained as such.

Reason - To protect the amenity of the above and adjacent properties. South Cambridgeshire Local Plan 2018; Policy SC/10.)

8. Prior to any works above slab level for non residential uses (i.e. any uses other than individual residential premises) on block S1 a noise assessment and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

(Reason - To protect the amenity of the above and adjacent properties. South Cambridgeshire Local Plan 2018; Policy SC/10.)

9. Opening hours for the community rooms, retail units (except Retail Unit 1, Block S1) and café identified on 097_PL_RM2-120 Rev A, hereby approved shall not be outside the hours of:

07:00 to 23:00 Monday to Saturday
08:00 to 22:00 hours Sunday and Bank/Public Holidays

Opening hours for the convenience store at Retail Unit 1, Block S1 shall not be outside the hours of:

07:00 to 23:00 Monday to Saturday
07:00 to 22:00 hours Sunday and Bank/Public Holidays

(Reason - To protect the amenity of the above and adjacent properties. South Cambridgeshire Local Plan 2018 Policy SC/10.)

10. Prior to the first occupation of the non residential within block S1, details of the location of associated duct work, for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved ductwork shall be installed before the use hereby permitted is commenced.

(Reason - To safeguard the amenity and health of future occupants of the adjacent and nearby residential units South Cambridgeshire Local Plan 2018 Policy SC/14.)

11. All Heavy Duty Vehicle (HDV) operational service collections / dispatches from and deliveries to the approved development including refuse / recycling collections shall only be permitted between the hours of 0800 hrs to 1800 hrs Monday to Saturday. There shall be no Heavy Duty Vehicle (HDV) collections or deliveries on Sundays and any Bank / Public Holiday.

(HDV - shall be defined as any vehicle over a maximum gross weight of 3.5 tonnes).

All other Light Duty Vehicle (LDV) operational service collections / dispatches from and deliveries to the approved development shall only be permitted between the hours of 0700 hrs to 2000 hrs Monday to Sunday and 0800 until 1800 on any Bank / Public Holiday.

(LDV - shall be defined as any vehicle under a maximum gross weight of 3.5 tonnes).

No deliveries shall be made outside of the above hours.

(Reason - To protect / safeguard the health and quality of life (amenity) of existing residential premises in accordance with South Cambridgeshire Local Plan 2018 Policy SC/10.)

12. All refuse / waste associated with block S1 shall only be taken outside, presented for collection or moved around the external area of the site between 0700 to 1900 hours Monday to Sunday (any day).

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

13. Prior to any above ground works commencing on block S1, a noise impact assessment of the non residential uses including the retail units/café/nursery/commercial units on neighbouring premises (to include existing residential premises in the area and the proposed habitable rooms on the upper floors of the development) and a noise insulation scheme or

other noise control measures as appropriate, in order to minimise the level of noise emanating from the said uses and spaces (having regard to nature and type of uses and events to be held, typical noise generation - sound system setup with consideration of in system noise limiting devices / independent noise limiters, noise egress and airborne and flanking sound via the building structure - fabric, glazing, openings and ventilation systems acoustic performance, premises entrances / acoustic lobbies and associated external patron noise) shall be submitted in writing for approval by the Local Planning Authority. The scheme / measures as approved shall be fully constructed and implemented before the use hereby permitted is commenced and shall be retained thereafter.

(Reason - To protect human health and amenity in terms of noise and local air quality during the construction in accordance with policies SC/10 of the South Cambridgeshire Local Plan 2018.)

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

(Reason - To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, South Cambridgeshire Local Plan 2018 Policy TI/6.)

15. All Non-Road Mobile Machinery (NRMM) of net power between 37 kW and 560 Kw used during demolition and construction works or similar, shall meet the emissions standards in Stage IIIA of EU Directive 97/68/EC emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery and as amended) and "Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999" for both Nitrogen Oxides (NOx) and Particulate Matter (PM). If Stage IIIA equipment is not available the requirement may be met using the following techniques:

- Reorganisation of NRMM fleet
- Replacing equipment
- Retrofit abatement technologies
- Re-engineering

All eligible NRMM shall meet the emissions requirement above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit for both NOx and PM abatement is not feasible. In this situation every effort should be made to use the least polluting equipment available including retrofitting technologies to reduce particulate emissions.

Developers / contractors shall provide a written statement of their commitment and ability to meet the NRMM emissions requirements above within their Construction and Demolition Management plans or similar document, on request by the local planning authority.

An inventory of all NRMM, including evidence of emission limits for all equipment must be kept on site and all machinery should be regularly serviced and service logs shall be kept on site for inspection. This documentation shall be made available to local authority officers upon request.

(Reason - To protect human health and amenity in terms of noise and local air quality during

16. Prior to the first occupation of any dwellings within block S1 or first use of the non-residential units, a local centre management strategy for the community facility, café and first floor landscaped podium of block S1 (on a phased unit by unit basis / approach if necessary), including operational noise considerations to minimise and reduce the noise impact of sources associated with these uses (internally and externally) shall be submitted writing for approval by the Local Planning Authority.

The approved strategy shall be implemented in full thereafter and shall be reviewed and updated, as necessary and at the request of the Local Planning Authority.

The strategy shall consider the following:

- a) Control of external noise from customers / patrons (voices/shouting both onsite including in association with any external smoking areas /shelters, external terrace seating area and event spaces and dispersal at closing time to ensure that an acceptable noise environment is maintained);
- b) Limiting the egress of internal amplified music;
- c) Prohibition of the playing of amplified music externally including in external terrace seating areas;
- d) Closing of doors and windows when the premises is in use;
- e) Opening / closing and drinking up times;
- f) Hours of use of any external areas;
- g) Security arrangements and CCTV system provision
- h) Details of appropriate signage to be placed around the premises reminding customers of the residential nature of the location and need to be mindful about causing a noise disturbance;
- i) Collections and delivery servicing activities and times;
- j) Complaints procedure - receipt, investigation, outcome and review / actions whether complaints received directly from a member of the public, local premises or local authority;
- k) Management / staff duties, roles and responsibilities / authority including monitoring and record keeping;
- l) Regular review and update of the strategy, as necessary.
- m) How all the above will be controlled/managed/enforced

(Reason - To protect the amenity of nearby properties, South Cambridgeshire Local Plan 2018; Policy SC/10.)

17. Prior to the first use of the retail units in block S1, a Servicing and Operational Noise Minimisation Management Plan / Scheme for service collections / dispatches and deliveries to the retail units shall be submitted in writing for approval by the Local Planning Authority (LPA).

The Plan shall include details of measures to be undertaken and implemented to mitigate and reduce service collections / dispatches and deliveries related noise impacts as far as is reasonably practicable. The plan / scheme shall be implemented as approved.

The Plan / Scheme shall include the following:

i. The loading bay:

- When within the loading bay, vehicles will switch off their engines; and
- Measures to minimise risks to vulnerable users (pedestrians and cyclists) around the site.
- - Vehicle radios will be switched off;
- - The use of external alarms or speakers will be prohibited within the service yard;
- - The internal alarm will be muffled to reduce potential for disturbance;
- - Noise generation from vehicle manoeuvring into loadings to be kept to a minimum;
- - Delivery drivers to be instructed to ensure that audible door alarms to the delivery vehicles are switched off prior to opening the cab doors or, alternatively, headlights are switched off to prevent the alarm from sounding when the vehicle is stationary and the doors are opened.
- At all times drivers will be advised to:
 - (a) engage gears with minimal noise;
 - (b) keep engine revs to a minimum;
 - (c) apply brakes gently; and
 - (d) close doors with minimal noise.

ii. Unloading/Re-loading –

- Drivers shall ensure that engine and refrigeration units are switched off once vehicle the vehicle is stationary and in the unloading position;
- Drivers shall:
 - (a) lower loading plates into the correct position with minimal noise;
 - (b) instruct staff to ensure that any restraining or locking bars are not dropped onto the lorry floor when unloading.
 - (c) Ensure that forklift and roll cage movements avoid making contact with trailer walls, lift guardrails and other obstructions;
 - (d) minimise noise from the movement of roll cages on the vehicle tail lift and during unloading, the tail lift and hard surfaces on the delivery bay shall be covered with resilient rubber matting by delivery staff prior to any unloading of the delivery taking place; and
 - (e) keep conversation to a minimum.

iii. Implementation of a complaints procedure for verifying and responding to complaints about noise / vibration.

iv. Adoption of the Quiet Deliveries Scheme and good practice guidance issued by the Department for Transport.

v. Details of measures to monitor and review the plan.

(Reason - To protect the amenity of nearby properties, South Cambridgeshire Local Plan 2018; Policy SC/10.)

18. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development. The development shall be carried out in accordance with the approved details.

(Reason - In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28.)

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

(Reason - In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28.)

20. Prior to the occupation of each residential dwelling hereby approved, the applicable measures within the approved energy strategy as set out in the Energy Assessment Report (Stroma, 15/3/19) shall be fully implemented prior to the first occupation of the development. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority. No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in

accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

(Reason - In the interests of reducing carbon dioxide emissions Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28.)

21. Prior to the occupation of the first dwelling hereby approved, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

(Reason - To ensure that the development makes efficient use of water and promotes the principles of sustainable construction Cambridge East Area Action Plan, policy CE/22.)

22. Prior to the first occupation of any dwellings within Phase 1a, a Detailed Feasibility Study will be submitted to and approved in writing by the local planning authority in relation to the implementation of the Active Buildings Pilot Project. This study shall include plans showing the location of the units to which the pilot technologies will be applied, technical details and specifications of these technologies and information regarding their monitoring and, where required, maintenance. The proposals shall be implemented in line with the approved details.

(Reason - In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings to deliver an exemplar of sustainability Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28.)

23. Prior to first occupation of any dwellings hereby permitted, a site wide roof plan showing the layout of the proposed photovoltaic panels and the air source heat pumps, together with any required screening, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details.

(Reason - In the interests of reducing carbon dioxide emissions Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28.)

24. Prior to commencement of development drainage calculation runoff details of the rain gardens, permeable paving, rainwater harvesting and bio-retention tree pits should be submitted to and approved in writing by the local planning authority. This shall include details of the outfalls into Gregory Park. The development shall be carried out in accordance with the approved details.

(Reason - To ensure that the proposed development can be adequately drained so that there is no increased flood risk on or off site resulting from

the proposed development. In addition, so that adequate erosion protection is in place and to ensure the headwalls are not detrimental to the visual amenity of the public open space, South Cambridgeshire District Plan policy CC/8.)

25. Prior to the first occupation of the residential or non-residential units within block S1, full details of a scheme of public art for Phase 1a shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for public art shall be carried out in accordance with the approved details not later than 6 months after the first occupation of the building or within a timeframe set out and agreed within the submitted scheme. The scheme shall demonstrate how the strategy integrates with the outline Public Art Delivery Plan.

(Reason - In the interest of creating successful, high quality, attractive environments, South Cambridgeshire District Plan 2018 policy HQ/2.)

26. Prior to occupation of block S1, the following cycle details shall be submitted to and approved in writing by the local planning authority:
- Details of the cycle contra flow markings within the ground floor car park;
 - Details of the internal Sheffield Stand provision for the outbuildings which serve the three and four bed dwelling houses;
 - Details of a modified cycle route and 'cut through' section through the existing traffic islands, currently shown on plan 097_PL_RM2_125, March 2019.

(Reason - For a), to ensure that the journey across the car park for cyclists living in block S1 is convenient and prioritised in the layout, for b) To ensure that the cycle parking outbuildings offer security and convenience for future occupiers and for C) to ensure that the proposed cycleway through to the P&R has a smooth route with no sharp turns, South Cambridgeshire District Plan 2018 policy TI/2.)

27. Prior to any works above slab level, details of the private podium terrace serving units reference 2b4p, first floor market unit and S1A 03 (first floor studio) 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 each unit has adequate private amenity space as set out in the District Design Guide 2010 and South Cambridgeshire District Plan 2018 policy H/12.)

28. The development shall be carried out strictly in accordance with the Wildlife Hazard Management Plan (WHMP), Project Wing, Aviaire, March 2019, V007. This includes provision of adequate bird control measures and the regime of monitoring in the construction period and post completion phases as set out in 2015the WHMP.

(Reason - It is necessary to manage the development 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 South Cambridgeshire District Plan 2018 policy CE/32.)

29. Notwithstanding the provisions of Article 3 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), retail unit 1 (identified on 097_PL_RM2-120 Rev A) shall not be used for any other purpose other than in Class E(a) within Class E of the Schedule to the Town and Country planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. Retail unit 2 shall not be used for any other purpose other than in Class E(a), Class E(b), Class E(c), Class E(d), Class E(e) and Class E(g ii) within Class E of the Schedule to the Town and Country planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. Use of these units under any other subcategory of Class E shall not be allowed without the granting of a specific planning permission.

Reason: To ensure that the proposal provides for the day-to-day needs of the local community South Cambridgeshire Local Plan 2018 policy SC/4 and section 93 of the National Planning Policy Framework

30. Notwithstanding the provisions of Schedule 2, Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed on the following dwellings without the granting of specific planning permission:
- The Avenue, units D1, 1 to 10
 - The Avenue, units E2, 1 to 10
 - Gregory Park Mews, units D1, 11 to 20
 - Gregory Park Mews, units E2, 11 to 20

(Reason - To protect the visual amenity for future occupiers South Cambridgeshire District Plan 2018 policy HQ/1.)

31. Prior to the occupation of each individual dwelling house, the proposed electric vehicle slow charge wall box serving each unit to be occupied shall be fitted and fully operational.

(Reason - In the interests of reducing carbon dioxide emissions and promoting principles of sustainability Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28.)

32. Refuse storage shall be designed internally to the community facility/café/nursery units on the northern range of block S1 and at no time stored within the outside rear areas.

(Reason - To protect the amenity of nearby properties, South Cambridgeshire Local Plan 2018; Policy SC/10.)

33. The proposed on street visitor car parking space on the northern side of Titch Street shall be designed and allocated as a Blue Badge space.

(Reason - To ensure adequate car parking provision is made for disabled people for the on street visitor spaces, South Cambridgeshire Local Plan 2018; Policy TI/3.)

34. Prior to works above slab level to the flat over garage units on Morley Lane (plots H2 and K1), details of the strategy for noise insulation between the ground floor car parking and the first floor residential accommodation, shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

(Reason - To protect the amenity of the first floor residential properties. South Cambridgeshire Local Plan 2018; Policy SC/10.)

35. The proposed garages shall only be used for the parking of vehicles and incidental storage in connection with the use of the main residential dwelling, for the following houses across phase 1a:

Morley Lane

Plan references, 097_PL_RM2_116 and 097_PL_RM2_112

Plot H2 - houses 9 to 18

Plot K1 - houses 7 to 18

Gregory Park North

Plan references, 097_PL_RM2_100, 097_PL_RM2_104 and 097_PL_RM2_108

Plot E3 - houses 9 to 17

Plot E4 - houses 6 to 8

Plot D3 - houses 1 to 8

(Reason - For the avoidance of doubt, and because use of the outbuilding for any other purpose would require re-examination of its impact, South Cambridgeshire Local Plan 2018; Policy SC/10 and TI/3.)

36. Conditions 1-35 of planning permission 22/03432/S73 (which is an amendment of original permission ref. S/1096/19/RM) shall continue to apply to this permission. Where such conditions pertaining to 22/03432/S73 have been discharged, the development of planning permission 23/01938/S73

shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

Informatives

1. To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

2. A noise and vibration assessment of Operational Noise' including mitigation/insulation scheme for non-residential use classes (e.g. Research and development areas, retail units, energy centres, waste recycling facilities, community buildings, recreational uses such as sports and games areas and any associated operational plant and equipment) will have due regard to and shall be in accordance with industry best practice / technical guidance including DEFRA's Noise Policy statement for England (as referenced in the NPPF, March 2012) and South Cambridgeshire District Council's Supplementary Planning Document.
3. Public Footpath No. 9 Fen Ditton/ No. 1 Teversham must remain open and unobstructed at all times. Building materials must not be stored on the Public Right of Way and contractors' vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway). The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).
4. The applicant is advised to liaise with the Local Planning Authority on the location of letter boxes serving block S1 residential apartments. This is to ensure they are accessible from the street and well-integrated into the building.
5. The applicant is strongly advised to install sprinklers in all the residential apartments within block S1.

Background Papers

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs
- Cambridge East Area Action Plan (2008)

Appendix 1 – Relevant Planning History

Reference	Description	Decision
S/1096/19/COND10A	Submission of details required by condition 10 (Odour Filtration Ductwork) of reserved matters application S/1096/19/RM	Approved (16-Feb-23)
22/03432/S73	S73 to vary condition 29 of ref: 22/02554/S73 (Reserved matters application detailing access appearance landscaping layout and scale for the creation of 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works as part of Phase 1a of the Wing masterplan pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL) to enable retail unit 2 to be used for purposes covered under Use Class E(a), E(b), E(c), E(d), E(e) and E(gii) within Class E	Approved (02-Nov-22)
S/1096/19/COND18	Submission of details required by condition 18 (BREEAM Pre-Certificate) of reserved matters application S/1096/19/RM	Approved (10-Oct-22)
22/02554/S73	S73 to vary condition 9 of S/1096/19/RM (Reserved matters application detailing access appearance landscaping layout and scale for the creation of 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works as part of Phase 1a of the Wing masterplan pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL) to extend the opening hours for the convenience store on Sundays and Bank/Public Holidays to 0700 to 2200 hours	Approved (06-Sep-22)
S/1096/19/COND10	Submission of details required by condition 10 (Odour Filtration Ductwork) of reserved matters application S/1096/19/RM (for the two retail units, community centre, office and nursery on block S1 only).	Part Discharge (22-Apr-22)
S/1096/19/COND17	Submission of details required by condition 17 (Retail Unit Servicing and Operational Management Plan / Scheme) of reserved matters application S/1096/19/RM	Approved (22-Apr-22)
S/1096/19/COND4A	Submission of details required by condition 4 (External lighting) of planning permission S/1096/19/RM (Phase 1A South of Gregory Park and Phase 1A Valiant Lane only)	Part Discharge (21-Dec -21)
S/1096/19/COND26	Submission of details required by condition 26 (Cycle Infrastructure details) of planning permission S/1096/19/RM	Approved (09-Jun -21)
S/1096/19/COND16	Submission of details required by condition 16 (Local centre management strategy) of planning permission S/1096/19/RM	Approved (24-May -21)
S/1096/19/NMA2	Non material amendment of planning permission S/1096/19/RM ... extension to ground floor layout	Approved (21-Apr-21)

	of seven no. plots (plots 71-77) under the Phase 1A planning permission.	
S/1096/19/COND2A	Submission of details required by condition 2 (Materials) of planning permission S/1096/19/RM	Accepted Not Discharged (20-Jan-21)
S/1096/19/NMA1	Non material amendment on application S/1096/19/RM to change the 2nd Floor window arrangements to Housetype HT01 (4 bedroom 8 person occupancy property)	Approved (03-Sep-20)
S/4365/19/DC	Discharge of conditions 7 (noise insulation residential) 8 (noise insulation non- residential) and 13 (noise insulation commercial) of planning permission S/1096/19/RM	Approved (18-Feb-20)
S/3781/19/DC	Discharge of condition 14(Construction Cranes) pursuant to planning permission S/1096/19/RM	Approved (29-Jan-20)
S/3378/19/DC	Discharge of condition 34 (Noise insulation) of planning permission S/1096/19/RM	Approved (13-Jan-20)
S/3677/19/DC	Discharge of condition 2 (material samples) of planning permission S/1096/19/RM	Part Refused Part Approved (18-Dec-19)
S/3214/19/DC	Discharge of Condition 24 (Drainage Details) of planning permission S/1096/19/RM	Approved (19-Nov-19)
S/1096/19/RM	Reserved matters application detailing access appearance landscaping layout and scale for the creation of 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works as part of Phase 1a of the Wing masterplan pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL	Approved (12-Sep-19)
S/1000/18/DC	Discharge of condition 8 (Site wide design code) of planning permission S/2682/13/OL	Approved (21-Sep-18)
S/2682/13/OL	up to 1300 homes primary school food store community facilities open spaces landscaping and associated infrastructure and other development	Approved (30-Nov-16)

Appendix 2 – Planning Policy

National Policy

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

South Cambridgeshire Local Plan 2018

Policy S/1 – Vision

Policy S/2 – Objectives of the Local Plan

Policy S/3 – Presumption in Favour of Sustainable Development

Policy S/5 – Provision of Jobs and Homes

Policy S/6 – The Development Strategy to 2031

Policy SS/3 – Cambridge East

Policy CC/1 – Mitigation and Adaptation to Climate Change

Policy CC/3 – Renewable Energy and Low Energy in New Developments

Policy CC/4 – Water Efficiency

Policy CC/6 – Construction Methods

Policy CC/7 – Water Quality

Policy CC/8 – Sustainable Drainage Systems

Policy CC/9 – Managing Flood Risk

Policy HQ/1 – Design Principles

Policy HQ/2 – Public Art in New Development

Policy NH/4 – Biodiversity

Policy NH/6 – Green Infrastructure

Policy NH/14 – Heritage Assets

Policy H/8 – Housing Density

Policy H/9 – Housing Mix

Policy H/10 – Affordable Housing

Policy H/12 – Residential Space Standards

Policy SC/2 – Health Impact Assessment
Policy SC/4 – Meeting Community Needs
Policy SC/9 – Lighting Proposals
Policy SC/10 – Noise Pollution
Policy SC/14 – Odour and Other Fugitive Emissions to Air
Policy TI/2 – Planning for Sustainable Travel
Policy TI/3 – Parking Provision
Policy TI/6 – Cambridge Airport Public Safety Zone
Policy TI/10 – Broadband

Cambridge East Area Action Plan (CEAAP) 2008

CE/1 – Vision for East Cambridge
CE/2 – Development Principles
SE/6 – Local Centres
CE/7 – Cambridge East housing
CE/11 – Alternative modes and Parking
CE/12 – Transport for North of Newmarket Road
CE/13 – Landscape Principles
CE/14 – Landscaping within Cambridge East
CE/16 - Biodiversity
CE/17 – Existing Biodiversity Features
CE/22 – Land Drainage, Water Conservation, Foul Drainage and Sewerage Disposal
CE/23 – Telecommunications Infrastructure
CE/24 – Energy
CE/25 – Sustainable Building Methods and Materials
CE/26 – Noise
CE/27 – Air Quality
CE/28 – Exemplar in Sustainability
CE/30 – Early Delivery of Strategic Landscaping
CE/32 – Cambridge Airport Safety Zones

Supplementary Planning Documents (SPD)

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

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

South Cambridgeshire Health Impact Assessment SPD – Adopted March 2011
South Cambridgeshire Affordable Housing SPD – Adopted March 2010
South Cambridgeshire District Design Guide SPD – Adopted March 2010
South Cambridgeshire Landscape in New Developments SPD – Adopted March 2010
South Cambridgeshire Biodiversity SPD – Adopted July 2009

South Cambridgeshire Open Space in New Developments SPD – Adopted January 2009
South Cambridgeshire Trees & Development Sites SPD – Adopted January 2009
South Cambridgeshire Public Art SPD – Adopted January 2009

Neighbourhood Plans

None relevant

Other Guidance

Site Wide Design Code (2018)

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