



## Joint Development Control Committee

**Date:** Wednesday, 15 November 2023

**Time:** 10.00 am

**Venue:** Council Chamber, South Cambs - South Cambridgeshire Hall, Cambourne, CB 23 6EA

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

### Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 22)

### Pre-application Developer Briefing

- 4 Forvie Site, Robinson Way, Cambridge: Re-development of the West Forvie building plot (Applicant - University of Cambridge)

### Application

- 5 23/01487/FUL & 23/01509/FUL - Vitrum Building, St Johns Innovation Park, Cowley Road, Cambridge CB4 0WS (PAGES 23 - 112)

### Miscellaneous

- 6 Joint Development Control Meeting Dates for 2024/2025 (PAGES 113 - 114)

### **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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**JOINT DEVELOPMENT CONTROL COMMITTEE**

16 August 2023

10.00 am

**Present:** Councillors Bradnam (Chair), Baigent, Porrer, Smart, Fane, Hawkins, Stobart, Levien and Garvie

**Officers Present:**

Strategic Sites Manager: Philippa Kelly

Principal Planner: Mairead O'Sullivan

Legal Adviser: Keith Barber

Committee Manager: Claire Tunnicliffe

Meeting Producer: Sarah Steed

**Developer Representatives:**

Emma Smith, Network Rail (Applicant)

Elliot Stamp, Network Rail (Applicant)

**FOR THE INFORMATION OF THE COUNCIL****22/32/JDCC Apologies**

South Cambridgeshire District Councillor (SCDC) Cahn sent apologies with Councillor Garvie attending as an alternate. SCDC Councillor R Williams also sent apologies.

Apologies were received from City Councillors S Smith, Thornburrow and Flaubert. Councillor Levien attended as an alternate for Cllr Flaubert.

As Councillor S Smith (Vice Chair) was not present, Councillor Porrer proposed Councillor Smart as Vice Chair for the purpose of the meeting, Councillor Levin seconded the nomination approved by all without the need for vote.

**22/33/JDCC Declarations of Interest**

<b>Item</b>	<b>Councillor</b>	<b>Reason</b>
23/35&36/JDCC	Baigent	Personal: Member of Cambridge Cycling Campaign.
23/35&36/JDCC	Stobart	Personal: Member of Cambridge Cycling Campaign.
23/35&36/JDCC	Smart	Personal: Employed by Addenbrookes Hospital.

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**22/34/JDCC      Minutes**

Minutes of June 21<sup>st</sup> and July 19<sup>th</sup> were approved and signed by the Chair.

**22/35/JDCC      Re-Ordering of the Agenda**

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used their discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the published agenda.

**22/36/JDCC      21/02957/COND17 - West Anglia Main Line Land, Adjacent to Cambridge Biomedical Campus**

The application sought approval of the details required to discharge condition 17 of the deemed planning permission linked to the Network Rail (Cambridge South Infrastructure Enhancements) Order. The Transport Works Act Order (TWAO) application and the deemed planning permission granted by the Secretary of State in December 2022 related to a cross boundary scheme which had one permission crossing both Cambridge City and South Cambridgeshire District Council. Condition 17 fell wholly within the Cambridge City Council administrative area.

The Principal Planning Officer updated their report by referring to the Amendment Sheet highlighting the following:

- i. Minor change to officer report to explain that the secondary means of escape (SME) bridge falls within parameter plans.
- ii. Clarification of reason for partial discharge.

Emma Smith, of Network Rail (Applicant) spoke in favour of the application.

The Chair asked Emma Smith to clarify the following points.

- i. What would the travel route be from side of the station to the other if cycle parking were not available on one side?
- ii. Could the applicant confirm that the materials used on site would allow full mobile phone access and will not block mobile phone signals?
- iii. There would be a risk of the sedum dying in very dry weather. Was there a mechanism in place which would allow the roof being watered in such circumstances?
- iv. Would Network Rail share the data on the monitoring of the grey water scheme on how the green and blue roofs were working and the transport movements taking place through the station?

The response given was as follows:

- i. If there was no space on one side of the station, rather than entering the station, would advise to use the road, rather than through the ticket gates, which would be the easiest way.
- ii. Believed that the designers would have looked at the operability, materials, and the usage, as the station would not have a ticket office. There would be a reliance on traveller use of mobile phones and other devices. Would take away the specific details concerning the steel to investigate this further.
- iii. Could not comment on the irrigation of the sedum roof. As part of the station design it would had been investigated how the station would be maintained, so it should have been considered.
- iv. Confirmed that data requested would be provided to officers.

In response to Member's questions and comments the Principal Planning Officer and the Strategic Sites Manager said the following:

- i. The toilets inside of the station would be publicly accessible, although only from inside of the barriers. Did not have the details of the access arrangements for this matter.
- ii. The glass on the over bridge was slighted textured but would allow views from either side.
- iii. It was the intention the hard and soft landscaping condition would be dealt with under officer delegated powers as with all other conditions relating to the station.
- iv. If Members felt that particular conditions would be of interest to the Committee then they could deploy their call-in powers under the JDCC's Terms of Reference, giving the reason and the planning grounds upon which, that request was based.
- v. The station roof entrance was described as a bull nose end, the roof profile was thick due to its functionality, the top element would protrude slightly further out casting a shadow making the roof line appear slenderer.
- vi. Suggested an informative for directional signage on the station building to highlight accessible public toilets at the station.
- vii. There was a separate condition to deal with lighting (considering light spillage). Draft information on this matter had been reviewed and shared with environmental health and ecology.
- viii. Had no detailed plans on the installation of the cycle rails inside of the station. These could be provided as part of a later submission due to this application being for a partial discharge.

- ix. The SME bridge was substantially smaller than the bespoke structure proposed under the TWAO. While it was disappointing that it was an 'off the shelf product', work had been undertaken with the Council's 'urban design team to ensure the materials would respond to the materials throughout the rest of the station building. Satisfied that impact was acceptable.
- x. There would be a real sense of space when inside the station, the frame of the building would be visible. The curved concrete stairs would be covered in an orange material for visual impact.
- xi. Officers were currently working on discharge of the public art condition.
- xii. The applicant had appointed a public art consultation, but an artist had not yet been appointed. No public art projects had been identified yet.
- xiii. There would be one toilet on the Hobson Park side of the station, with the changing places toilet and four further toilets on the eastern side.
- xiv. The main roof of the station would be a sedum roof due to the curved design and proximity to the railway for lower maintenance requirements.
- xv. The canopies were blue and green roofs with railings for access, with drainage which could hold water in cartons; these roofs would be covered in biodiverse planting. The planting would come forward as part of the landscape condition.
- xvi. Could not confirm the type of steel used. The station building would be a timber structure. Would assume that mobile phones would be able to be used inside the building and that the materials used in the construction would not interfere with telephone signals.
- xvii. Security of access would be considered under the landscaping condition.
- xviii. Could confirm that the use of bollards had been proposed around the eastern forecourt to prevent vehicular access. Security had been considered by the applicant as a separate requirement.
- xix. The provision of a bus service from the station to the hospital fell outside the scope of the Committee. There had been discussions with Addenbrookes hospital about the provision of shuttle buses, but it was unlikely that this would occur.

#### The Committee:

- i. **Unanimously resolved** to approve and partially discharge condition 17 of 21/02957/TWA with delegated authority to officers in consultation with the Chair and Vice Chair to settle the wording of an appropriate informative covering the following the engagement of appropriate directional signage for users of the toilet facilities and appropriate placement of such signage around the building.

## **22/37/JDCC 21/02957/COND22 - West Anglia Main Line Land, Adjacent to Cambridge Biomedical Campus**

The Committee received a submission of details required by condition 22 (Cycle Parking: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)

The Principal Planner presented their report, highlighting the following amendments:

- i. Two late representations had been received
- ii. Amended plans submitted to rectify issue with scale and mislabelling on the plans.
- iii. Clarification of reason for partial discharge
- iv. Error on par 8.1 (third bullet point) which should have read – “Request that the number of spaces provide on the eastern side is increased above 500 as their will likely be more demand on the eastern side from CBC staff”.

The Committee received a representation in objection to the application from a local resident on behalf of a Trumpington Residents Association (TRA).

The representation covered the following issues:

- i. Supported the station as a destination station for the Cambridge Biomedical Campus. It would help to reduce traffic on the roads as the Campus developed.
- ii. Hobson’s Park (the Park), which is in the Green Belt, on the western side of the station was a “tranquil place” in a busy area; confirmed by the Planning Inspector. Tried to limit the station’s impact on the Park and to get the Cambridge Biomedical Campus to live up to its responsibilities in delivering the station.
- iii. A 20- to 30-metre-wide strip was effectively being taken out of the Park from the Guided Busway to the station on the western side of the railway, this being the gap between the new shared use path to the station and the shared use path to the Campus alongside the Guided Busway. The largest of the construction compounds would be in the Park until 2025.
- iv. Objected at the Public Inquiry to Network Rail’s proposal for cycle parking spaces, not only because it took space out of the Park, but to the

hundreds of cycle movements each day through the Park on the new shared use path which threatened the very tranquillity.

- v. Questioned why is it was proposed to have so many spaces on the western side forcing cyclists to leave the station and cross Addenbrooke's Bridge on an already very busy shared use path to get to their destination in the Campus? This did not make sense.
- vi. Network Rail had not made their case for 1,000 spaces evenly split between the east and the west. This was not a product of the Transport Assessment that Network Rail referred to, but an assumption made in that assessment. Also, the trip destination information which the Transport Assessment did contain supported a 30/70 split west / east, not 50/50.
- vii. The application also conflicted with the recommendation made by the Planning Inspector following the Public Inquiry, which cast doubt on the need for 1,000 spaces in total, particularly the 500 proposed on the western side. It also conflicted with the Secretary of State's decision which followed the Inspector's recommendation.
- viii. Network Rail undertook at the Public Inquiry to carry out further studies to inform the decision about the number of spaces at the station and their east/west split, a fact recorded in their Closing Statement and in the Inspector's Report. Yet the application made no mention of these further studies or their findings. Therefore, the application was incomplete.
- ix. It was for these reasons that the TRA objected to this application and asked the Committee not to agree it in the form proposed but to place a limit of no more than 300 cycle parking spaces in the western station building.
- x. If, in the event, a total of 1,000 spaces proved to be necessary, the Cambridge Biomedical Campus should provide the land necessary to allow additional spaces on the eastern side of the station. Did not support the argument that there is not sufficient land.
- xi. Anyone looking down on the station site from Addenbrooke's busway bridge could see the amount of undeveloped land within the Campus immediately adjacent to the station and nearby. The owners of that land should be pressed to provide the land necessary for 200 extra spaces. It was after all in their interests, the station was being provided primarily for their benefit.
- xii. Network Rail sought to bring in arguments on the proposed design of the station in aid of its cycle parking application. Yet it was Network Rail that had chosen to base its design on 500 spaces in the western station building which the Planning Inspector made clear was probably an over-



estimate as was the 1,000 spaces total. A conclusion with which the Secretary of State agreed.

Elliot Stamp, Network Rail (Applicant) spoke in support of the application.

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

- i. It was possible to include an informative that a suitable locking arrangement on the two-tier stands be added to the discharge of condition approval.
- ii. Half height Sheffield stands referenced in the report were suitable for parking cargo and larger bikes. They offered floor anchor points providing alternative locking options.
- iii. CCTV would cover all cycle parking; stores were close to the entrance of the building. Details in the management plan would provide information on how people obtain access to CCTV records, if their cycle should be stolen, and should get in touch with the operator of the station.
- iv. Noted the concerns raised regarding public access to CCTV. It was yet to be determined how this could be accessed, whether a key fob, code, or an app but this will come forward as part of a future application.
- v. Cycle parking was covered by a canopy which would continue to the entrance.
- vi. Within Local Plan policy there was no standard minimum requirement for larger cycles parking on site, but officers believed that the 7% parking supplied was adequate. Cycle parking would be on a first come first served basis.
- vii. The embankment shown on the plans was the existing embankment part of the guided bus way bridge.
- viii. The trip budget was undertaken as part of the transport assessment, through this the number of cycle spaces was agreed with Cambridgeshire County Council. This had set out there would be a greater need for cycle parking on the western side rather than the eastern side. People using the eastern side would leave their cycles at their destination rather than at the station.
- ix. The eastern side of the station had vehicular access, providing taxi drop offs, blue badge parking leaving no capacity for further cycle parking. The length of the canopy of the eastern side was getting up to where the maximum envelope ended.
- x. The parameter plan showed the maximum land area which Network Rail were permitted to build over under the TWAO and the deemed planning permission. This did not take up all the area of the Park: the canopy was

- narrower than it could have been. The applicant had managed to provide all the spaces with the minimal take up of land.
- xi. Confirmed there was a guard rail on both the east and west side of the roof.
  - xii. There were access routes for the cyclists in Trumpington, along the guided bus route. There would be a new trail for cyclists and pedestrians providing access as part of the landscaping condition. On the opposite side to Trumpington, there would be access across the guided busway bridge, the biomedical campus with access off Francis Crick Avenue.
  - xiii. No provisions had been made for scooters.
  - xiv. The Transport Assessment stated that 95% of users would access the station using sustainable transport means. Approximately 790 daily cycle trips by 2031.
  - xv. The secure public parking would be open to the public but how that would work was yet to be determined.
  - xvi. Noted the comment that signage needed to be in place before the site opened and the need for signage regarding cargo bikes parking spaces.
  - xvii. Acknowledged the comment it was likely that payment would be required for the secure parking which should not be excessive and would only be accessible to those who could afford it.
  - xviii. It was possible to bring a cycle through the station from one side to the other, all the stairs had a cycle rail. The lifts could hold two people with two large bikes.
  - xix. The size of the green roof would not change if there were fewer cycling spaces on site, this would be an empty canopy, as all cycling parking was under the canopy; this was the best use of space.
  - xx. Signage was part of the wayfinding strategy which in turn was part of the landscape condition.

Councillor Bradnam proposed the following informative following Member debate:

- i. Requiring certain locking arrangement for the two-tier bikes
- ii. Procedure was put into place for the public to access CTTV quickly and effectively.

The Committee:

- i. **Unanimously resolved** to approve and partially discharge planning condition 22 of 21/02957/TWA with delegated authority to officers in

consultation with the Chair and Vice Chair to settle the wording of an appropriate informative covering the following:

- The Cycle Parking Management Strategy submitted for the local planning authority's approval to provide clarification on the security details relating to timely accessibility of CCTV records; the secure cycle storage facility (including how this accessed/secured); the method of operation and accessible locking devices on the two-tier racks.

Signage to be dealt with through the wayfinding strategy and for cargo bikes, to be in place before it becomes operational.

The meeting ended at 12.42pm

**CHAIR**

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**JOINT DEVELOPMENT CONTROL COMMITTEE**

20 September 2023

10.00 am - 1.01 pm

**Present:** Councillors S. Smith (Vice-Chair), Porrer, Smart, Thornburrow, Cahn, Fane, Hawkins and R. Williams

Councillor Smart left after item 23/40/JDCC

Councillor Smart returned after the vote on item 23/42/JDCC

Councillor S. Smith left after the vote on item 23/42/JDCC

Councillor S. Smith returned after the vote on item 23/43/JDCC

**Officers:**

Strategic Sites Manager: Philippa Kelly

Legal Adviser: Keith Barber

Principal Planner: James Truett

Principal Planner: Michael Sexton

Planning Case Officer: Mairead O'Sullivan

Committee Manager: Chris Connor

Meeting Producer: James Goddard

**Developer Representatives:**

Emma Woods – (Sphere 25 Planning Consultancy)

Jamie Trivedi-Bateman (Trinity College Cambridge)

Eric Martin (Allies and Morrison)

Laurence Aston (Buro Happold)

Carin Chandler (Addenbrookes University Hospital)

Henry James (Hill Marshall)

**FOR THE INFORMATION OF THE COUNCIL**

**23/38/JDCC Apologies**

Apologies were received from City Councillors Baigent and Flaubert.

Apologies were also received from South Cambs Councillors Bradnam and Stobart. Councillor Garvie attended as alternate for South Cambs Councillor Stobart.

As the JDCC Chair, South Cambs Councillor Bradnam was not present at the meeting a South Cambs Councillor representative needed to be elected for for the specific purpose of chairing this meeting. Councillor Fane nominated and Councillor Smart seconded Councillor Cahn as the South Cambs Councillor representative for the meeting. This was agreed nem con.

### **23/39/JDCC      Declarations of Interest**

<b>Name</b>	<b>Item</b>	<b>Interest</b>
Councillor Smart	23/41/JDCC and 23/42/JDCC	Personal: Employee of Cambridge University Hospitals.
Councillor S. Smith	23/43/JDCC and 23/44/JDCC	Personal: A Director of Cambridge Investment Partnership.

### **23/40/JDCC      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

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

- i. Queried how much m<sup>2</sup> of space there would be per employee.
- ii. Queried if the landscaping would fit into the masterplan.
- iii. Asked what consideration had been given to passive cooling of the building.
- iv. Encouraged the developer to be more ambitious with their sustainability measures.

- v. Expressed concerns about the longevity of bulb planting.
- vi. Asked developers to consider cargo bike parking.
- vii. Would have liked to see comparison in height to building nearby.
- viii. Asked if there were parking spaces on site.
- ix. Asked how many Electric Vehicle (EV) charging points were on site.
- x. Queried if a ground source heat pump could be used.
- xi. Queried the attractiveness of the building.
- xii. Asked what the building materials for construction of the building would be.
- xiii. Queried the lifespan of the building.
- xiv. Asked where the front door was.
- xv. Queried how disabled access to the building works.
- xvi. Stated that a car parking management strategy was needed in particular in relation to the offsite car parking.

**23/41/JDCC      23/01779/FUL - Land North of Dame Mary Archer Way and East and West of Papworth Road, Cambridge (Cambridge University Hospitals Car Parks)**

Due to a declaration of interest Councillor Smart left the room and did not take part in the consideration or decision of the application.

The Committee received an application for 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.

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

Condition 1: which seeks to secure a temporary permission for the proposed development, refers to the operation of both Cambridge South Station and the Cambridge South East Transport Scheme (CSET). However, following the recent announcement by GCP that the second phase of CSET is to be paused due to funding and uncertainties around the project, reference to strategic transport improvements has been removed to ensure the condition satisfies the five tests set out in national planning policy guidance. Condition 1 as worded in the officer report to JDCC also provides for a slightly longer

temporary consent than is referenced in the description of development which seeks “up to 10 years”. It is therefore necessary to revise the expiry date of the temporary permission to align with the description of development. Condition 1 is therefore to be amended to read as follows: The use of the temporary car parks hereby approved shall cease on or before the 20 September 2033. 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.

Carin Chandler (Applicant’s Representative) addressed the Committee in support of the application.

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

- i. The parking provision may only be needed for a temporary period of seven years but a backstop period of 10-years would allow a degree of flexibility in terms of infrastructure delivery and realising the expected modal shift.
- ii. No issues regarding nesting birds with the installation of a helipad. Ecology Officer and Landscaping Officer had been consulted.
- iii. There would be a net increase of 39 electric vehicle (EV) charging points.
- iv. There were bookable parking spaces for staff.

The Committee made the following comments in response to the report:

- i. Expressed concern/disappointment that parking provisions had not been made for the Gypsy Roma Travellers community at that stage of the application process.

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

- i. the planning conditions set out in the Officer’s report and amendment sheet.

**23/42/JDCC      23/01857/S73 - Land South of Robinson Way,  
Addenbrookes Hospital (RSC40 / Orthopaedic Theatres)**



Due to a declaration of interest Councillor Smart left the room and did not take part in the consideration or decision of the application.

The Committee received an S73 application 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.

The Legal Advisor made a statement regarding the meaning and status of a S73 planning application and in particular the permission resulting from a successful application.

The Senior Planner updated their report by referring to the amendments contained within the Amendment Sheet summarised as follows:

-Removal of paragraph 21.2 from the officer report.

The Senior Planner also gave a verbal update regarding Condition 19:

-The planning conditions imposed by planning permission 22/02591/FUL where appropriate shall continue to apply to this planning permission. Where any of those conditions pertaining to 22/02591/FUL have been discharged, the development authorised by this planning permission shall be carried out in accordance the terms of the discharge, and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

Carin Chandler (Applicant's Representative) addressed the Committee in support of the application.

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

- i. The area previously indicated as wildflower planting would form part of the neighbouring application (23/01779/FUL). A future application on the site would address the long-term Biodiversity net gain.

- ii. Condition 9 regarding the green wall stated that it would be planted and maintained.
- iii. Everything within the application was for a temporary period of time.

The Committee:

**Resolved (by 7 votes to 0 with 1 abstention)** to grant the S73 application in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the planning conditions set out in the Officer's report, amendment sheet and verbal update.

**23/43/JDCC      23/01938/S73 - Land North of Newmarket Road, Fen Ditton**

Councillor Smart re-joined the Committee at the beginning of the application.

The Vice-Chair of the Committee (City Councillor S.Smith) declared an interest in the application left the room and did not take part in the consideration or decision of the application. South Cambs Councillor Cahn then took the Chair for this agenda item.

Councillor Cahn proposed and Councillor Porrer seconded for City Councillor Smart to take the role of the City Councillor representative for the purposes of any procedural matters concerning decisions arising from the application.

The Committee received an S73 application 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).

The Principal Planner provided a verbal update to their report regarding an email sent from Teversham Parish Council on 18 September 2023.

The Principal Planner said the following in response to Members' request for points of clarification:

- i. Garages have sufficient space for parking. If a garage were converted to a habitable room, there would not be any other space for parking.
- ii. The S73 application is only applicable to 7 houses, not the entire site.

Henry James from Hill Marshall (Applicant's Representative) addressed the Committee in support of the application.

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

- i. Cannot condition that cycle parking must be maintained in sheds in the future but only that it was provided in the first instance.
- ii. The garages had been designed to adopted size policies and thus are policy compliant.

**Resolved unanimously** to grant the S73 application for in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the planning conditions set out in the Officer's report.

**23/44/JDCC      23/01939/S73 - Land North of Newmarket Road, Fen Ditton**

The Vice-Chair of the Committee (City Councillor S. Smith) declared an interest in the application, left the room and did not take part in the consideration or decision of the application. South Cambs Councillor Cahn then took the Chair for this agenda item.

Councillor Cahn proposed and Councillor Porrer seconded for City Councillor Smart to take the role of the City Councillor representative for the purposes of any procedural matters concerning decisions arising from the application.

The Committee received an S73 application 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)

The Principal Planner said the following in response to Members' request for points of clarification:

- i. Garden space would still comply with the Design Code and the Council's minimum standards. There was also a wealth of open space in and around the area.
- ii. The reason for change resulted from the market demand for 4 bed houses.

Henry James from Hill Marshall (Applicant's Representative) addressed the Committee in support of the application.

**Resolved unanimously** to grant the S73 application for in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. The planning conditions set out in the Officer's report.

## **23/45/JDCC      Appeals against planning decisions - September 2023 update**

Councillor Smith re-joined the meeting and assumed the role of chairing the Committee.

The Committee voted unanimously to hold the debate in closed session by virtue of paragraph(s) 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

The Strategic Sites Delivery Manager provided Members with an update on the status of live and extant appeals against the Committee's planning decisions as of September 2023.

The meeting ended at 1.01 pm

**CHAIR**

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## **23/01487/FUL– Vitrum Building, St Johns Innovation Park, Cowley Road, Cambridge**

### **Application details**

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** East Chesterton

**Proposal:** Demolition of existing buildings and substructures and the erection of a Research and Development building (use Class E) with basement levels for car and cycle parking and building services, and associated landscaping, cycle parking, infrastructure works and plant

**Applicant:** Vitrum Owner Limited

**Presenting officer:** Mairead O'Sullivan, Principal Planner, Strategic Sites Team

**Reason presented to committee:** This is an application for full planning permission in North-East Cambridge, relating to a non-residential building where the floor space to be created is more than 1000 square metres falling within the Committee's Terms of Reference for which there are third party representations on planning grounds contrary to the officer recommendation of approval.

**Member site visit date:** N/A

**Key issues:** 1. Height, scale and massing

2. Odour impact from Cambridge Water Recycling Centre (CWRC)

3. Impact on trees

**Recommendation: Approve** application 23/01487/FUL subject to:

- i. the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:
- ii. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

## **23/01509/FUL – Vitrum Building, St Johns Innovation Park, Cowley Road, Cambridge**

### **Application details**

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Milton and Waterbeach

**Proposal:** Demolition of existing buildings and substructures and the erection of a Research and Development building (use Class E) with basement levels for car and cycle parking and building services, and associated landscaping, cycle parking, infrastructure works and plant

**Applicant:** Vitrum Owner Limited

**Presenting officer:** Mairead O'Sullivan, Principal Planner, Strategic Sites Team

**Reason presented to committee:** This is an application for full planning permission in North-East Cambridge, relating to a non-residential building where the floor space to be created is more than 1000 square metres falling within the Committee's Terms of Reference for which there are third party representations on planning grounds contrary to the officer recommendation of approval.

**Member site visit date:** N/a

**Key issues:** 1. Height, scale and massing

2. Odour impact from Cambridge Water Recycling Centre (CWRC)



### 3. Impact on trees

**Recommendation:** Approve application 23/01509/FUL subject to:

- i. the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:
- ii. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

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Table 1 Contents of report

## 1. Executive summary

- 1.1 This report relates to two planning applications for the site which is located within the administrative boundaries of South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC) ('the Councils'). The applications seek full planning permission for the demolition of the existing Vitrum Building and construction of a new building for Research and Development use (use Class E).
- 1.2 Although two separate planning applications have been submitted, this is to reflect the cross-authority boundary nature of the proposed development and is for administrative purposes only. The development should be considered as a single entity. Each LPA will be required to issue a decision notice for their respective area.
- 1.3 The site lies in the northeast corner of St John's Innovation Park which is covered by a masterplan. The adjacent site within St John's Innovation Park has planning permission for 3 buildings; the Dirac Building and another building (building 02) which are to be commercial uses (use class E) and a travel hub.
- 1.4 The site lies within the area which is covered by the emerging North East Cambridge Area Action Plan (NEC AAP). The NEC AAP is being prepared by the Councils. A 'Regulation 19 Proposed Submission' was published in November 2021 which is effectively a final draft of the NEC AAP which the Councils propose to adopt. Prior to formal public consultation on the Proposed Submission AAP, the Councils paused the AAP process until a decision has been made on the separate Development Consent Order (DCO) process for the proposed relocation of the Cambridge Water Recycling Centre (CWRC).
- 1.5 The NEC AAP does not yet have sufficient weight to be considered a significant material consideration in the determination of these applications. The National Planning Policy Framework (NPPF) and the Cambridge Local Plan 2018 therefore form the basis of the determination of both applications.
- 1.6 The site lies adjacent to CWRC. There is no formal approval for the relocation of this facility at this stage, and as such there is an ongoing odour impact associated with the use. CCC commissioned a Technical

Note on Odour and Cambridge Water Recycling Centre Study to understand the impact on development in this interim period. This study is a material consideration in determining planning applications.

- 1.7 The proposal is for over 12,000 square metres of additional employment floorspace in an area identified for employment growth in Cambridge. The principle of development is therefore supported.
- 1.8 The applications have been amended since the original submissions to respond to objections from Urban Design and Landscape Officers. The amendments have resulted in additional set back with terraces provided on the upper levels of the building.
- 1.9 The amended design is considered acceptable in urban design and landscape terms. The proposed building is considered to respond to the local context. The scale and massing of the amended building is considered to have an acceptable impact on views from Milton and the Jane Coston Bridge as well as views from Cowley Road.
- 1.10 The odour impacts from the CWRC have been thoroughly considered as part of the design of the building. The building will have predominantly sealed facades with fresh air provided by mechanical ventilation fitted with carbon filtration to the intake / supply-side to remove odours (whilst giving consideration to vehicle emissions from the A14). No seating will be provided in the terraces or outdoor areas at ground floor level while the CWRC is in situ.
- 1.11 The development would result in the loss of some trees from the buffer with the A14. Although this will have a negative visual impact, additional tree planting is proposed and on balance this impact is considered acceptable. The Biodiversity Net Gain (BNG) information demonstrates that over 10% BNG is achievable on site.
- 1.12 The development is targeting a BREEAM rating of “excellent” with an aspiration to achieve outstanding. The development is on target to achieve 5 credits from Wat 01. The predicted water consumption for the proposed building has been compared with metered consumption data for the existing building and has been shown to be no greater than the existing building. The building conserves water through the inclusion of grey and rainwater harvesting, low water use fittings to all appliances and the recovery of condensate from the air handling system for use in WC flushing.

- 1.13 The proposal will promote sustainable travel modes through low levels of car parking and significant amount of cycle parking and associated supporting services such as showers and lockers. The development is approximately 500m from the nearest bus stop with Cambridge North Station within 1.3km of the site. There will be space within the public realm for future mobility measures (e.g., scooter or dockless bike) which will promote active travel.
- 1.14 Heads of Terms have been agreed in principle for the provision of a strategic transport financial contribution as sought by Cambridgeshire County Council which is a positive impact towards transport measures for the comprehensive development of the wider Northeast Cambridge Area. This would be secured through a Section 106 Agreement.
- 1.15 The proposals would create over 12,000 sqm of new research and development floor space (Use Class E). The proposals will create construction jobs and employment within the development. Positive weight is afforded to these economic benefits.
- 1.16 Officers recommend that the Joint Development Control Committee agrees with the recommendations as set out in Section 26 below and approve both applications 23/01487/FUL and 23/01509/FUL for the reasons set out in this report.

## **2. Site description and context**

- 2.1 The site lies in the north-east corner of St John's Innovation Park although falls under different ownership to the rest of the innovation park. The overall site area is approximately 0.8 hectares and contains the existing Vitrum Building, which is a 3 storey office building containing approximately 4,000 square metres of floor space. The site has surface car parking to the south and west of the existing building.
- 2.2 An area of mature trees and scrubland lies to the north/northwest of the site which forms part of a buffer between the site and the A14. This green buffer extends along to the north/northwest of the site around the adjacent St John's Innovation Park and to the southeast as far as the railway line.
- 2.3 The site falls within the area covered by the emerging Northeast Cambridge Area Action Plan (NEC AAP). The administrative boundary for SCDC runs through the western edge of the site but the majority of the site falls within the CCC administrative area. The site lies adjacent to the Jane Coston Bridge which provides pedestrian and cycle access over the A14 between Milton and Cambridge.

- 2.4 The site lies adjacent to Cambridge Water Recycling Centre (CWRC). The CWRC is due to be relocated as part of the redevelopment of the area. The relocation is a Nationally Significant Infrastructure Project (NSIP). A Development Consent Order (DCO) for the relocation was submitted in April 2023.
- 2.5 Immediately to the south of the site is Cowley Road and St John's Innovation Centre with associated surface parking. Immediately to the west is surface parking and beyond that St. John's House. These buildings are all office use (Use class E). The St Johns Innovation Park which is covered by an indicative masterplan which was submitted as part of the Dirac Building application (20/03523/FUL).
- 2.6 The site lies in Flood Zone 1 (lowest risk of flooding).

### **3. The proposal**

- 3.1 The applications seek full planning permission for the demolition of the existing Vitrum building and the erection of a new building for Research and Development use (Use Class E). Although two separate planning applications have been submitted, this is to reflect the cross-authority boundary nature of the proposed development and is for administrative purposes only. The development should be considered as a single entity.
- 3.2 The new building would have 5 floors over basement with associated landscape, infrastructure and plant. The overall Gross External Area (GEA) of the building is 20,283 m<sup>2</sup>. The Gross Internal Area (GIA) is 16,357sqm.
- 3.3 The applications have been amended following comments from the Landscape and Urban Design Officers who raised concerns about height, scale and massing of the proposal and its impact on localised views from Cowley Road and Jane Coston Bridge. A meeting was held during the course of the application to discuss these concerns and the scheme has been amended to include some further setbacks which break down the massing.
- 3.4 The proposed building would be 27m (36.3M AOD) in height to the top of the plant screen. The building would comprise 5 storeys with a plant level which would be covered by a planted screen. A flue pipe will extend to a maximum height of 3.75m above the roof level. The roof would include a biodiverse green roof and photovoltaic (PV) panels.

- 3.5 The proposed building is shaped in the form of two interlocking blocks. A public square is proposed to the south eastern end of the building, which is the main building entrance. A colonnade runs along the south western elevation at ground floor. The public square and colonnade would be suitable for benches/seating should the Cambridge Water Recycling Centre (CWRC) be relocated.
- 3.6 The building has several terraces on all elevations. These terraces will be planted resulting in greenery on the upper floors of the building. The fenestration of the building changes higher up the building with larger amounts of glazing on lower floors. The ground floor of the building would be finished in brick with aluminium cladding to the upper floors.
- 3.7 The foyer of the building is accessed via a public square to the south-eastern side of the building. The existing trees in this area will be retained and additional trees will be planted including a large tree which will act as a focal point in the centre of the square. A common area with a coffee bar and seating is located by the entrance within the building. There are two lettable areas at ground floor. The laboratories are oriented to face north and west towards the A14 and service area while the more active office spaces will face the south and eastern areas overlooking the square and Cowley Road.
- 3.8 The location of cycle parking has been amended since submission and the cycle parking is now provided on the ground floor. It is accessed through the colonnade on the southwestern elevation. 280 cycle parking spaces are proposed. 20% of the cycle spaces would be either Sheffield Stands or enlarged bays. The cycle parking will have the capability to accommodate electric bike charging. A bike repair and maintenance area will be provided within the cycle storage area. A further 28 visitor cycle spaces are proposed within the public realm. There will be some showers, lockers and a drying room in the basement to support the cycling facilities. These are easily accessed via a lift near where cyclists enter the building. This provision supports active travel choices.
- 3.9 The public realm around the building will be provided in a phased approach as it will not be possible to have any seating in any of the outdoor spaces while the CWRC is operational due to the odour impact.
- 3.10 The proposal would promote minimal car use, utilising good access to public transport and provision for secure cycle storage and associated changing facilities.

- 3.11 Car parking is provided in the basement. 99 number of spaces are proposed including 5 blue badge spaces. The basement car park is accessed from the north-western elevation.
- 3.12 Deliveries and servicing are from the north-western side of the building. This includes space for cargo bike deliveries. Liquid nitrogen will also be stored in this area in a separate storage facility adjacent to the building. There will also be one a single storey structure with a flat green roof which houses the standby generators for the building located on the western dogleg of the site.
- 3.13 The proposal requires some tree removals in the northern belt of trees which acts as a buffer between the building and the A14. 31 trees are to be removed; 2 category B, 30 Category C and 1 Category U. All of the larger trees on site are to be retained. 70 new trees are proposed to be planted to replace the removed trees. The replacement planting in the buffer is generally proposed to be semi mature native trees at approximately 5-7m in height. A range of different species are proposed in the buffer including field maple, lime, birch, cherry blossom and poplar.
- 3.14 The applications are supported by:
- Plans
  - Design and Access Statement (DAS)
  - Planning Statement
  - Daylight and Sunlight Report
  - Landscape and Visual Appraisal (LVIA)
  - Landscape and Public Realm Strategy
  - Ecological Appraisal Report
  - Biodiversity Net Gain Assessment Report
  - Arboricultural Impact Assessment
  - Air Quality and Odour Assessment
  - Geoenvironmental Assessment Desk Study and Report
  - Ventilation and Extract Statement
  - Lighting Statement
  - Construction Management Plan
  - Fire Strategy
  - Utilities Assessment
  - Existing Building Assessment
  - Sustainability Statement
  - Renewable Energy Statement
  - Whole Building Life Cycle Assessment Statement (LCA)
  - Circular Economy Narrative

- Overheating Assessment
- Drainage Strategy
- Statement of Community Involvement
- Transport Assessment
- Framework Travel Plan
- Archaeological Desk Based Assessment
- Health Impact Assessment

3.15 During the course of the applications, a pack of revised information was submitted in response to consultee comments. The pack of information contained the following:

- Cover letter
- Post submission pack
- Addendum Design and Access Statement
- Updated plans showing amendments to building
- Addendum Landscape and Visual Appraisal
- Revised Landscape and Public Realm Strategy
- Revised Biodiversity Net Gain Assessment Report
- Revised Ecological Appraisal
- Water Conservation Strategy
- Revised Whole Building Life Cycle Assessment Statement
- Transport addendum technical note
- Revised Utilities Assessment
- Response to Tree Officer comments
- Response to Sustainability Officer comments

3.16 The development was subject of a review by Cambridgeshire Quality Panel on 12 January 2023. The applicant provided the Joint Development Control Committee with a pre-application briefing on 25 January 2023. The development was also subject to a review by the council's Disability Consultative Panel on 31 January 2023.

3.17 In January 2023 the applicant engaged Year 5 children from the nearby Shirley Community Primary School in a Youth Engagement Workshop facilitated by the Greater Cambridge Shared Planning Service's Youth Engagement Specialist.



## 4. Relevant site history

Reference	Description	Outcome
22/05108/SCRE	EIA screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the proposed development to provide up to 12,442 sqm of employment floorspace in a building up to 34 metres in height with associated car parking, cycle parking and landscaping.	EIA screening not required

Table 2 Relevant site history

## 5. Policy

### National policy

National Planning Policy Framework 2023

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)

Technical Housing Standards – Nationally Described Space Standard (2015)

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

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

### South Cambridgeshire Local Plan (2018)

S/3 – Presumption in Favour of Sustainable Development

S/5 – Provision of New Jobs and Homes

SS/4 - Cambridge Northern Fringe East and Cambridge North railway Station

CC/1 – Mitigation and Adaption to Climate Change  
CC/3 – Renewable and Low Carbon Energy in New Developments  
CC/4 – Water Efficiency  
CC/6 – Construction Methods  
CC/7 – Water Quality  
CC/8 – Sustainable Drainage Systems  
CC/9 – Managing Flood Risk  
HQ/1 – Design Principles  
HQ/2 – Public Art and New Development  
NH/2 – Protecting and Enhancing Landscape Character  
NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt  
SC/2 – Health Impact Assessment  
SC/9 – Lighting Proposals  
SC/10 – Noise Pollution  
SC/11 – Contaminated Land  
SC/12 – Air Quality  
TI/2 – Planning for Sustainable Travel  
TI/3 – Parking Provision  
TI/8 – Infrastructure and New Developments

### **Cambridge Local Plan (2018)**

Policy 1: The presumption in favour of sustainable development  
Policy 2: Spatial strategy for the location of employment development  
Policy 14: Areas of major change and opportunity areas – general principles  
Policy 15: Cambridge Northern Fringe East and new railway Station 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 40: Development and expansion of business space  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall buildings and the skyline in Cambridge  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management  
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

## **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

Health Impact Assessment SPD – Adopted March 2011

Landscape in New Developments SPD – Adopted March 2010

District Design Guide SPD – Adopted March 2010

Public Art SPD – Adopted January 2009

Trees and Development Sites SPD – Adopted January 2009

## **Other guidance**

Technical note on odour and Cambridge water recycling centre (2021)

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Cambridge and Milton Surface Water Management Plan (2011)

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

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

Cambridge Air Quality Action Plan

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Cycle Parking Guide for New Residential Developments (2010)

## **North East Cambridge Area Action Plan (NEC AAP)**

5.1 CCC and SCDC are jointly preparing an Area Action Plan (AAP) for Northeast Cambridge (NEC). The wider Northeast Cambridge site is located in one of the last remaining significant brownfield sites in Greater Cambridge.

5.2 The area proposed to be covered by the AAP is shown in Appendix 1.

## **AAP background**

- 5.3 Policy 15 (Cambridge Northern Fringe East and new railway Station Area of Major Change) of the Cambridge Local Plan (2018) and Policy SS/4 of the South Cambridge Local Plan (2018) has allocated the area for high-quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
- 5.4 The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP. This is because the planning of the area is dependent on the relocation of the CWWTP which has been determined as a Nationally Significant Infrastructure Project (NSIP) which requires Anglian Water to submit a Development Consent Order (DCO) application to the Planning Inspectorate (PINS).
- 5.5 A DCO application has now been submitted to and accepted for examination by the Planning Inspectorate. The preliminary meetings took place on the 17<sup>th</sup> and 18<sup>th</sup> October 2023.
- 5.6 Since the local plans were adopted, CCC as landowner, in partnership with Anglian Water as owners of the CWWTP, has sought to secure funding, through the Housing Infrastructure Fund (HIF), to relocate the CWWTP.
- 5.7 The vacated CWWTP site, together with land around the new Cambridge North station, the Cambridge Business Park, St John's Innovation Park, the Cambridge Science Park and other land, will provide the opportunity for the creation of a new urban quarter to the city.
- 5.8 The councils recognise that the component parts of the NEC area will be developed out separately and at different times, potentially several years apart. While the councils wish to see early delivery on NEC, the councils also consider that it is important that the ambition in the adopted Local Plan for comprehensive mixed-use development is achieved.

## **AAP Stage Reached**

- 5.9 The AAP has already been the subject of three rounds of public consultation and has been refined at each stage having regard to matters raised by respondents. In addition, a full suite of evidence and topic papers has been prepared:
- Issues and Options – 8th December 2014 – 2nd February 2015
  - Issues and Options – 11th February – 25th March 2019

- Draft Area Action Plan– 27th July – 5th October 2020

- 5.10 A Proposed Submission AAP was prepared and reported to the councils (South Cambridgeshire District Council Cabinet 10th January 2022, Cambridge City Council Planning and Transport Scrutiny Committee 11th January 2022), where the Proposed Submission AAP was considered and agreed for future public consultation. This next stage is contingent upon the separate DCO being concluded.
- 5.11 Both councils fully endorse the AAP vision, strategic objectives, spatial strategy, and policies. However, the proposals within the Proposed Submission AAP are predicated upon the WWTP being relocated – and therefore contingent on the DCO for the relocation of WWTP being approved by the Secretary of State for the Department of Environment, Food and Rural Affairs (DEFRA).
- 5.12 Until the DCO process is concluded, and the relocation project authorised to commence, the AAP process is paused.

### **AAP Status**

- 5.13 The Proposed Submission AAP has not been the subject of publication and consultation, it therefore currently attracts “limited” (i.e., little) weight as a material consideration in planning decision making and advice.

### **AAP Evidence Base**

- 5.14 A full suite of evidence base studies has nevertheless been prepared for the AAP. These have been reported to the relevant committees of the councils alongside the Proposed Submission AAP and are published on the councils’ shared planning webpages: [North East Cambridge AAP Document Library \(greatercambridgeplanning.org\)](http://NorthEastCambridgeAAPDocumentLibrary(greatercambridgeplanning.org))
- 5.15 These studies are considered to provide evidence of the existing context of NEC and its surrounds. The evidence base provides background information and the Councils’ direction of travel and as such the documents may be a relevant consideration which attracts weight if and to the extent that it is material to the application of adopted development plan policies.

## **Environmental Impact Regulations (EIA)**

- 5.16 The application proposals fall within Schedule 2, Class 10 (a) “industrial estate development” of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (‘The Regulations’).
- 5.17 Schedule 2 of the Regulations describes certain types of development where EIA may be required if the development has the potential likelihood to give rise to ‘significant’ environmental effects, and the thresholds in Schedule 2 are met. The proposed development site meets the threshold as it exceeds 0.5 hectares.
- 5.18 A screening opinion was submitted to the council in November 2022. The development was not determined to be an Environmental Impact Assessment development in accordance with schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
- 5.19 Notwithstanding this position, since the application was originally submitted in April 2023, officers note that circumstances have changed, and new evidence has emerged relating to ground water abstraction and potential impact on water resources. Officers maintain the view that, given the scale of the development proposed, the development proposals would not constitute EIA development, and an Environmental Statement (ES) is not required to be submitted.

## **6. Consultations**

### **Milton and Waterbeach Parish Council**

- 6.1 No comments received.

### **Cambridgeshire Quality Panel meeting on 12 January 2023**

- 6.2 The panels comments can be summarised as follows:
- Pleased that wellness and community are being addressed by the design but would like to see how the sites relationship with community will change as the wider area develops in the future.
  - Further work is needed to understand if the sealed building can be opened up in future.
  - There were queries around a potential café use and who this would serve.
  - There were concerns over the type of cycle parking and access to it, and the need to consider cycle access from Jane Coston Bridge.
  - The design requirements have caused a squeeze on landscape.

- The public square needs to reflect its function as a foyer. The climate proposals were positively received.
- The elevations are elegant but further consideration of solar gains mitigation should be considered.
- Some colour could be included in the external materials.
- The levels for the colonnade and square need to work together.

### **Disability Consultative Panel on 31<sup>st</sup> January 2023**

6.3 The panel's comments can be summarised as follows:

- Seating should be at different heights and have different arms
- Hearing loops are welcomed but absorbent acoustics are recommended for those who can't use hearing loops.
- Cycle parking should include charging for mobility scooters
- Soft white light should be used
- Audio should be installed in lifts.

### **Urban Design**

6.4 Amended scheme - **No objection**: Urban Design Officers considered that the relationship between the proposed building and the Jane Coston Bridge acceptable, following the introduction of further setbacks at upper levels of the building. Officers welcome the changes shown in Views 4 and 5 following the improved setbacks and building articulation. Conditions are requested in relation to material details, hard and soft landscape, boundary treatments, roof pant design, cycle store design, bin store design public art and provision of the benches designed at the youth engagement session with the Shirley School.

### **Landscape Officer**

6.5 Amended scheme - **No objection**: Detailed comments provided. The applicant has further modelled the proposed building envelope to address concerns with scale, mass and height. Officers are satisfied that the relationship between the building and the Jane Coston Bridge is acceptable given the further setbacks at upper levels of the building which increases the visibility of sky between the bridge and the building. View 4 and 5 have also improved due to the increased setbacks and articulation of the building. There will be some adverse impact to views, but the amendments are considered to reduce the harm. The detailed design of the building has considered the impacts that height and scale have on the surrounding area as well as addressing the context of the Dirac buildings and officers consider that the height is acceptable when considered in a more detailed manner using the NECLCVIA as a starting point. The general approach to landscape is acceptable. Management of the terrace

areas will be important if they are to be successful. Conditions are recommended.

### County Highways

- 6.6 **No objection:** Should works be required to modify the public highway a stage 1 road audit is needed prior to determination. A traffic management plan should be conditioned.

### County Transport Team

- 6.7 First comment – **Further information needed:** The A10 corridor to the north of Cambridge suffers from peak time congestion. The County Council have produced a position statement to ensure that development that comes forward ahead of the adoption of the NEC AAP will not have any significant impact on strategic transport solutions or wider development aspirations. The new building will have 108 car parking spaces which is one space per 151sqm GIA restricting the car mode share in line with the position statement. 280 cycle parking spaces are proposed which is 2 spaces per 5 employees based on full occupancy levels (700). A prediction of a typical occupancy rate of 70% (490) is predicted which would be 57% of the mode share. Cycle parking will be accessed by 2 lifts which have sufficient capacity for peak hour demand. The hard measures in the Travel Plan are agreed but additional soft measures should be considered.
- 6.8 Second Comment – **No objection:** The objectives and Targets of the Travel Plan (TP) are agreed. The hard and soft measures are appropriate and agreed. The development will increase the number trips to the site and will therefore require mitigation. A strategic infrastructure contribution allocated to the Waterbeach Greenway to be agreed, Contributions also required towards parking restrictions in the surrounding area and Travel Plan management and monitoring. Conditions are recommended requiring a Car Park Management Plan and prior to occupation Travel Plan.

### Senior Sustainability Officer

- 6.9 Amended scheme - **No objection:** The documents present a strong case for demolition and rebuilding. Recommend that the developer aims for a BREEAM outstanding rating rather than an excellent rating which is being targeted. The development is achieving 5 credits for Wat 01 with the inclusion of grey and rainwater harvesting and 5 credits for Ene 01. Conditions are recommended requiring a design stage and post construction BREAM details. A revised trigger of 9 months post occupation for the post construction condition is agreed. A 20% carbon reduction using Heat Pumps has been achieved in compliance with Policy CC/3. A



renewable energy compliance condition is recommended. Conditions are recommended in relation to BREEAM certification and renewable energy.

### **Ecology Officer**

6.10 **Neutral:** There are concerns about the proposed loss of woodland and the construction impacts on the retained woodland. BNG relies on the retained woodland so there are concerns whether this is achievable. Further reducing or realignment of the footprint of the proposed development to retain and buffer the existing woodland would remove this objection. An ecologically sensitive lighting condition and bat and bird box condition should be imposed if minded to approve.

### **Tree Officer**

6.11 **Neutral:** There are concerns about the extent of tree removals from the linear belt between the site and A14. These trees make a significant contribution to the landscape and provide screening between the site and road. In addition to tree losses, there are several trees that will be impacted as part of the construction works. Proposed replacement planting may require further tree losses due to the large size of the replacement stock.

### **Environmental Health**

6.12 **No objection:** The development was subject to pre-application advice and the submission generally accords with the principles discussed. The site is adjacent to the Cambridge Water Recycling Centre (CWRC). The CWRC is likely to be relocated as part of the wider redevelopment of the area however this has not yet been approved. The building is proposed to mitigate against the odour by having a sealed façade, mechanical ventilation with carbon filtration and no seating will be provided in outdoor areas while the CWRC remains operational. This is considered acceptable for a medium sensitivity receptor and compliance conditions are recommended. Standard conditions are recommended in relation to construction hours, construction noise and vibration, dust, plant noise and unexpected contamination. EV charging details to comply with the Greater Cambridge Sustainable Design and Construction SPD 2020) are recommended to be conditioned. A compliance lighting condition is requested. Informatives are requested in relation to the construction noise and dust conditions.

### **Lead Local Flood Authority (LLFA)**

- 6.13 **No objection:** The LLFA has no objection to the principle of the proposed development. Conditions are recommended requiring a drainage strategy and construction surface water drainage. A number of informatives are also requested.

### **National Highways**

- 6.14 **No objection:** The effect on the A14 and the Milton interchange are the main concerns. A framework travel plan has been provided. A condition is recommended requiring a pre-occupation travel plan to be provided.

### **Environment Agency**

- 6.15 No comments received.

### **Anglian Water**

- 6.16 **No objection:** Some areas within this development site will be exposed to odour emissions and noise emanating from the Cambridge Water Recycling Centre (CWRC) operations. A condition is recommended in relation to foul water drainage details. A number of informatives are requested.

### **County Archaeology**

- 6.17 **No objection:** Our records indicate that the site lies in an area of archaeological potential. However archaeological investigations have been undertaken within the development area previously, which revealed a 17th to 18th century ditch and a sole undated posthole only (CHER ref. ECB162). Therefore, we have no objections or requirements for this development.

### **Police Architectural Liaison Officer**

- 6.18 **No objection:** Satisfied with the content of the Security Needs Assessment but there are concerns around the front corner of the building and additional planters are requested for vehicle mitigation. There are concerns over basement parking and EV charging as it is recommended that EV charge points are not located within a structure where possible.

## **Fire Authority**

- 6.19 No should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

## **S106 Officer**

- 6.20 No comments received.

## **Airport Safeguarding**

- 6.21 **No objection:** A condition is recommended requiring the submission of a Bird Hazard Management Plan. Informative are requested in relation to the Bird Hazard Management Plan and cranes.

## **Ministry of Defence (MoD) Safeguarding**

- 6.22 **No objection:** The MOD maintains no safeguarding objections to this application subject to the inclusion of a Bird Hazard Management Plan (as recommended by Cambridge Airport).

## **7. Third party representations**

- 7.1 One third party representation has been received from the developer of the adjacent Hartree land (LandsecU+I and TOWN). They have not objected to the proposed scheme but have commented on the wider infrastructure required to support the vision set out in the emerging NECAAP and the Infrastructure Delivery Plan (IDP) (December 2021) that has been prepared.
- 7.2 The IDP identifies what strategic infrastructure interventions will be required to support the level of growth anticipated, and the estimated cost and timescale of delivery, in order to ensure that each developer pays a fair and equitable proportion of those costs.
- 7.3 The representation wishes it to be recognised that it would be neither reasonable nor equitable to expect remaining sites/developments in the NECAAP area (such as Hartree) to meet the IDP funding deficits arising from these earlier developments in addition to their own planning contributions at the time their applications come forward.

## **8. Local Groups / Petition**

- 8.1 Cambridge Past Present and Future (CPPF) has made two representations objecting to the applications on the following grounds:
- Design of the development is considered contrary to policies, 55, 57 and 60 of the Cambridge Local Plan (2018)
  - The height, mass and bulk are unacceptable on this prominent edge of city plot.
  - Demolition of a usable building and the associated carbon impacts
  - The amendments do not overcome the objection
- 8.2 The above is a summary of the comment that have been received. Full details of the representations are available on the Council's website.

## **9. Planning background**

- 9.1 Policy 15 of the Cambridge Local Plan (2018) and Policy SS/5 of the South Cambridgeshire Local Plan (2018) sets out the proposed development approach for Cambridge Northern Fringe East and Cambridge North railway station. The policy advises that the amount of development, site capacity, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP).
- 9.2 The application site is located within the Northeast Cambridge Area Action Plan (NECAAP) area.
- 9.3 The policies set out criteria for development proposals including that they do not compromise opportunities for the redevelopment of the wider area. Paragraph 3.32 of the Cambridge Local Plan and paragraph 3.31 of the South Cambridgeshire Local Plan policies supporting text states; "Planning applications will be considered on their own merits before the AAP has been adopted and subject to ensuring that they would not unduly prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP".
- 9.4 Paragraphs 47-50 of the NPPF set out the following points regarding the status of emerging plans with respect to decision making.
- 9.5 Local planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation (the more advanced, the greater the weight), the extent to which there are unresolved objections to the relevant policies, and the degree of consistency of the relevant policies in the emerging plan to the NPPF.

- 9.6 In the context of the objective of sustainable development, arguments that an application is premature are unlikely to justify a refusal of planning permission other than in limited circumstances. Such circumstances would be where both the development proposed is so substantial, or its cumulative effect would be so significant, that to grant planning permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to the emerging plan.
- 9.7 The emerging plan is at an advanced stage but is not yet formally part of the development plan for the area. It is considered that the proposed development is not of a such significant scale which, if granted, would undermine the plan making process.

## **10. Response to pre-application panels and briefings**

### **Joint Development Control Committee**

- 10.1 The applicant provided a developer briefing to Joint Development Control Committee on 24 January 2023. A series of questions were asked, and the developer has provided their response within the planning statement provided to support this application. Their response is summarised below under a series of headings:

#### **Height of the building**

- 10.2 The building height reduced from 33.05m to 27m as part of pre-application discussions and has been designed to be of a similar height to the approved Dirac Building on the adjacent plot on St John's Innovation Park.

#### **Flexibility for future uses of the building**

- 10.3 The building has been designed to accommodate a wide range of scientific functions and it will be possible to change the use should another use be required by the market in coming decades. The building has been designed with a 9.9m structural grid which works well for both laboratory and office uses, allowing sub-division of spaces to suit users. The height of the floor-to-floor slabs allows space for additional services should these be required.

#### **Façade treatment**

- 10.4 The ground floor including the colonnade will be finished in brick with a varied colour and texture and the upper floor would be adonised metal panels chosen to complement the brick on the ground floor.

### **Landscape**

- 10.5 The ground floor public realm will be accessible by the public and has been designed to maximise connectivity with existing routes. Members questioned if edible planting could be incorporate but due to the water requirement for irrigation this won't be possible at the early stage of the development. The landscape strategy includes plants which are drought tolerant and require little irrigation to minimise impact on water supply.

### **Transport**

- 10.6 The focus of the transport strategy is to encourage the use of sustainable modes. The majority of areas within 500m of the site are subject to car parking restrictions. The applicant is willing to provide a contribution towards car parking restrictions in Milton should this be required.
- 10.7 Cycle parking has been relocated from the basement to the ground floor as part of the amendments to the application.
- 10.8 Car parking on site will be through a booking system and will be regularly reviewed. The Travel Plan will encourage the use of car clubs and pool bikes (Brompton lockers) will be provided for staff.

### **Servicing**

- 10.9 The service yard has been designed to accommodate the largest expected vehicles as well as specialist lab delivers of gas/liquid nitrogen. There will also be an area within the service yard to accommodate last mile deliveries (i.e., cargo bike stand).

### **Sustainability (energy and water use)**

- 10.10 Based on initial discussions with UKPN, the applicant believes there is grid capacity for the proposed development.
- 10.11 The building will have a similar water use as existing and the existing water supply can be diverted and reused. The building has high standards for water reuse including grey water and rainwater harvesting and the collection of condensate from the air handling systems.
- 10.12 The design aims for a 55% improvement in water consumption (litres/person/day) compared to BREEAM's notional baseline performance by incorporating water efficiency measures. The building is on target to achieve 5 credits for Wat 01 (BREEAM).
- 10.13 The energy strategy is aligned with achieving the BREEAM excellent rating and consists of a high-performance façade, efficient systems and onsite renewables.

- 10.14 Cooling is provided to the building through a combination of the ventilation system and local cooling equipment located in the spaces. The use of the ventilation system is prioritised at times when free cooling is available i.e., when the outside temperatures are below those required inside the building.
- 10.15 A whole life carbon cycle has been provided for the building. This indicates that the majority of embodied carbon comes from the building structures. To achieve the vibration threshold needed for laboratory use, a concrete frame is required therefore it is not possible to reuse/retrofit the existing building. Measures have been taken to make slabs as slender as possible and concrete has been replaced with blockwork where possible. A high recycled content aluminium will be used in the façade cladding.
- 10.16 A pre-demolition waste audit has also been conducted on the existing building to ascertain the re-use and recycling potential of existing materials with a project ambition that 95% of waste is diverted from landfill.

#### **Drainage**

- 10.17 The development will increase the site resilience to surface water flooding both through reducing impact on the site and managing surface water run-off in attenuation tanks before discharging into the sewer. The drainage system has been designed with the landscape proposals. The basement has been designed recognising the high water table on the site.

#### **Cambridgeshire Quality Panel**

- 10.18 The applicant was subject to a review by Cambridgeshire Quality Panel on 12 January 2023. Their response to Cambridgeshire Quality Panels feedback can be summarised as follows:

#### **Community**

- 10.19 The applicant has engaged in Youth Engagement facilitated by the LPA. Public Art will be incorporated into the proposal and will be secured by condition.

#### **Connectivity**

- 10.20 The cycle parking has been relocated from the basement to the ground floor. All vehicular access will be in one location to the west of the site.

#### **Climate**

- 10.21 The building will have predominantly sealed facades with fresh air provided by mechanical ventilation and the external areas won't be used until the CWRC has been relocated.
- 10.22 The footprint of the building and basement has been revised in order to retain additional trees.
- 10.23 The existing building is not suitable for laboratory functions as the structure cannot achieve the low vibration requirement. The development is considering carbon throughout the whole life cycle of the building.

#### **Character**

- 10.24 The entrance square and colonnade will provide amenity space for employees in future.
- 10.25 The height of the building has been reduced as part of pre-application discussions.
- 10.26 The plant room will be set back from the façade with a planted screen. A maintenance strategy for planting will be provided.

#### **Disability Consultative Panel**

- 10.27 The development was subject to a pre-application review by the Disability Consultative Panel on 31 January 2023. The accessibility measure incorporated can be summarised as follows:
- The building will be designed to comply with AD Part M Building Regulations and BS 8300.
  - The main entrance will have step free access and an automatic powered door.
  - A hearing loop and lowered worktop will be incorporated into the reception and coffee bar.
  - 4 lifts sized to allow ease of use by wheelchair users.
  - An accessible WC and ambulant WC will be provided on all floors.
  - A refuge with call point will be incorporated above ground level.
  - Corridors will be 2m wide (above the 1.8m minimum).
  - The terraces will have level access when these become available once the CWRC has been decommissioned.



## **11. Assessment**

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

- Principle of development
- Design, layout, scale and landscaping
- Character and appearance
- Landscape and Trees
- Carbon reduction and sustainable design
- Biodiversity
- Flood risk and Drainage
- Transport and Access
- Car and cycle parking
- Amenity
- Third party representations
- Planning obligations
- Other matters
- Planning balance
- Recommendation
- Planning conditions

## **12. Principle of Development**

12.1 Paragraph 11 of the NPPF states that decisions should apply a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay subject to assessing whether any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. The current building is in Office use (class E) and the proposed use class would remain the same.

12.2 Policy 2 (Spatial strategy for the location of employment development) of the Cambridge Local Plan (2018) states that the overall development strategy is to focus the majority of employment development on the following - i) the urban area, ii) Areas of Major Change, iii) Opportunity Areas, and iv) the city centre. Policy S/5 of the South Cambridgeshire Local Plan (2018) sets out the need for 22,000 additional jobs to support the Cambridge Custer. Policy S/6 states that development will be in the following order of preference a) on the edge of Cambridge, b) at new settlements, c) in Rural Centres and Minor Rural centres.

12.3 Policy 14 (Areas of Major Change) of the Cambridge Local Plan (2018) states that development within these areas should be of the highest quality

design and incorporate the principles of sustainable design and construction, and should only be permitted when the necessary infrastructure and associated arrangements to support that development have been secured or where an assessment shows that a particular development can take place in advance of such provision without causing unacceptable impacts

- 12.4 The site is located within a designated Area of Major Change, defined in Policy 15 (Cambridge Northern Fringe East and new railway Station Area of Major Change) and shown in Figure 3.3 of the Cambridge Local Plan (2018) and Policy SS/5 (Cambridge Northern Fringe East and new railway Station) and shown in 6 of the South Cambridgeshire Local Plan (2018).
- 12.5 Policy 15 and Policy SS/4 states that “Cambridge Northern Fringe East and the new railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange” and allocates the land for “high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses...”
- 12.6 Policy 15 and Policy SS/4 also states that all proposals should:
- a) take into account existing site conditions and environmental and safety constraints;
  - b) demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;
  - c) ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
  - d) where development is proposed, provide for appropriate ecological mitigation, compensation and enhancement measures either on- or off-site; and
  - e) ensure that due consideration has been given to safeguarding the appropriate future development of the wider site.
- 12.7 Sections of Policy 14 and 15 of the Cambridge Local Plan (2018) and Policy SS/4 of the South Cambridgeshire Local Plan (2018) that are relevant to this particular site will be addressed throughout the report.
- 12.8 The site lies within close proximity to Cambridge Water Recycling Centre (CWRC). The development envisioned by NEC AAP relies on the relocation of the WWTC. The Councils commissioned an odour study which was published in 2018 to consider planning applications in the vicinity of WWTC while it remains in situ. The study is a material consideration in determining planning applications. An assessment of

compliance with the technical note will be considered in the Construction and Environmental Health impacts section below.

## **13. Design, layout, scale and landscaping**

### **Introduction**

- 13.1 Paragraphs 126, 130 and 131 of the NPPF advise that developments should aim to achieve well-designed, sustainable places that function well, are visually attractive, create a strong sense of place and optimise the potential of the site.
- 13.2 Policies 8 (Setting of the City), 55 (Responding to context), 56 (Creating successful places), 57 (Designing new buildings), 59 (Designing landscape and the public realm) and 60 (Tall buildings and the skyline in Cambridge) seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 13.3 Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context.
- 13.4 Policies NH/2, NH/6 and SC/9 are relevant to the landscape and visual impacts of a proposal. Together they seek to permit development only where it respects and retains or enhances the local character and distinctiveness of the local landscape and its National Character Area. The application lies within the area covered by the NEC AAP. The proposed submission AAP currently attracts limited weight as a material consideration in decision making. The evidence base studies prepared to support the AAP are considered to provide evidence of the existing context of the area and provide information which attracts weight if it is material to adopted development plan policies.
- 13.5 The NEC Landscape Character and Visual Impact Assessment (LCVIA) is one of the evidence base documents which carries weight in decision making. The NEC LCVIA provides an appraisal of the existing landscape character and tests the potential effects of high, medium and low development height scenarios at the Site from a series of viewpoints. The high scenario was found to have a major effect, the medium scenario

was found to have a moderate effect and the low option was found to have a minor/negligible effect. The site falls within Area 7 of the LCVIA which is identified as being suitable for the Low/Medium height option of up to 18m.

### **Height, scale and massing**

- 13.6 The scale and massing of the proposed building has been amended through the introduction of setbacks to the upper floors during the application in response to comments from the Landscape and Urban Design Officers regarding the visual impact of the development. The overall height of the building remains unchanged at 27m.
- 13.7 The application is supported by a Design and Access Statement (DAS) which explains the approach to the design of the building and surrounding landscaping. A Landscape and Visual Impact Assessment (LVIA) has been submitted to illustrate the impact of the proposed building on a series of surrounding public views which have been agreed with the LPA. An addendum DAS and LVIA have been submitted to reflect the amendments to the proposal and the conclusions of these addendums was supported by Landscape and Urban Design Officers.
- 13.8 The site lies on the north-eastern corner of Saint John's Innovation Park. It is in a prominent edge of city location adjacent to the Jane Coston Bridge which provides pedestrian and cycle links between Cambridge and Milton. The A14 lies directly to the north of the site.
- 13.9 St John's Innovation Park is an area which is undergoing change. The Maurice Wilkes building at the southern end of the site is the first plot to have been redeveloped. This was completed in 2018. Planning permission has been granted for the redevelopment of the site to the west of the application site. This site includes 3 buildings; the Dirac Building, Building 02 and a transport hub. No work has commenced on this development. There is a masterplan for the re-development of the wider Saint John's Innovation Park Site. This masterplan was prepared by the landowner and holds no weight in planning decision making. It does however indicate the intention to redevelop the wider site in the medium to long term.
- 13.10 The proposed building is 27m in height inclusive of plant but excluding PVs and flue pipe height. The massing and articulation of the building has been amended during the application to address comments from the Landscape and Urban Design Officers. This is equivalent to the medium height modelled in the NEC LCVIA. The proposed height is marginally lower than the approved Dirac Building.

- 13.11 The building has been designed to incorporate split massing with a series of setbacks with landscaped terraces. The building would have 5 floors over two floors of basement with plant at level 6 which is covered by a transparent mesh which will be planted with climbers to act as a screen.
- 13.12 The original proposal was considered dominant and oppressive in views from Cowley Road and the Jane Coston Bridge. The approved Dirac Building on the adjacent site is of a similar scale but benefits from the upslope of the A14 embankment which helps breakup the masses and roofline of the approved building. The original proposal was considered to loom over the Jane Coston Bridge causing harm to local views.
- 13.13 The amendments to the scheme introduce additional setbacks with landscaped terraces on level 4 of the building on the north and east elevations to reduce the scale in views from Jane Coston Bridge. A further setback with a landscape terrace is proposed on level 4 and the plant level on the west elevation to help reduce the length of the building when viewed from Cowley Road. A small extension is proposed to the back of the building (north elevation) on levels 1-4 as this is the least sensitive element of the building.
- 13.14 The amendments are considered to have a minor adverse impact on views from the Jane Costin Bridge and Cowley Road. This is demonstrated in the addendum LVIA. However, the setbacks have a positive impact as they allow for the visibility of sky between the building and the bridge. This reduces the overbearing impact of the building. The articulation to the building means that it now sits more comfortably alongside the approved Dirac building.
- 13.15 The amendments to the plant level and level 4 on the western elevation help reduce the overall bulk of the building when viewed from Cowley Road.
- 13.16 The amended proposal is considered to be a well-articulated and high-quality building. The quality of the elevations and landscape will be considered in more detail below.
- Summary
- 13.17 Both Urban Design and Landscape Officers have no objection to the amended proposal. Officers are of the view that the detailed design of the building has considered the impacts that height and scale has on the surrounding area as well as addressing the context of the Dirac buildings and consider that the height is acceptable when considered in a more

detailed manner using the NEC LCVIA as a starting point. Therefore, officers consider that although the proposals exceed the composite parameters set out in the NEC LCVIA, there is sufficient modelling and articulation that height and scale are acceptable in this location.

- 13.18 The proposal is compliant with Policies 55, 56, 57, 59 and 60 of the Cambridge Local Plan and policy HQ/1 of the South Cambridgeshire Local Plan (2018) and the NPPF

### **Elevations and materials**

- 13.19 The elevations are considered to be well modelled and articulated. The terraces break down the mass of the building and the amendments which include further setbacks with terraces have helped to breakdown the mass further. The colonnade and public square add to the layering of the building and provide interest and activity at ground floor level.
- 13.20 The fenestration of the building transitions as it moves vertically with larger elements of glazing at the lower levels gradual reducing to a more vertical emphasis on the upper floors. The design approach has been inspired by tree canopies.
- 13.21 The terraces with planting form a key part of the design. They would help break up the massing and provide opportunities to promote biodiversity. It is envisaged that should the CWRC be decommissioned, the terraces will provide amenity spaces for staff. The management of the use of all outdoor spaces will be secured through the Building Management Plan Condition **(Condition 9 Building Management Plan)**.
- 13.22 The ground floor of building would have a brick façade with aluminium cladding to the upper floors. The roof plant would be screened by an uninsulated screen of metal mesh which will be planted with climbing plants. The materials proposed are considered acceptable in principle and relate well to the local context. Details of materials are to be provided by condition **(Condition 11 Material Details & Condition 12 Sample panel)**
- 13.23 An external compound is also provided on the western dogleg of the site adjacent to the service yard. This houses emergency generators for the building. The compound would be finished in materials to match the main building and would have a green roof.

Summary

- 13.24 The contemporary architectural language is considered appropriate for the site context. The proposed building includes some features which would help create a distinctive character. The material palette is considered appropriate and relate well with the local context. The proposal is compliant with Policies 55, 56, 57, 59 and 60 of the Cambridge Local Plan and policy HQ/1 of the South Cambridgeshire Local Plan (2018) and the NPPF

## **Layout**

- 13.25 Pedestrian access to the building is prioritised. Access will be via the public square into an open plan reception area with a small café for employees. The ground floor includes communal space with an area for lunchtime breakout. The building is designed in a way to allow for either single occupancy or multiple occupancy with different lettable areas. There are two lettable areas at ground floor.
- 13.26 Cycle entry has been relocated from the basement to the ground floor during the application. This is considered to provide a more welcoming entrance for cyclists accessing the building. Facilities that support active travel options, such as showers and lockers, are provided in the basements and can be easily accessed by lift near the cycle parking area.
- 13.27 The upper floors of the building have a similar layout. The laboratories are oriented to face north and west towards the A14 and service area while the more active office spaces will face the south and eastern areas overlooking the square and Cowley Road.
- 13.28 The Access Officer has not provided comments on the application, but the scheme has been to the Disability Consultative Panel. The Panel were satisfied with the accessibility measures incorporated. A summary of the accessibility measures is included under section 10 of this report. The building will be designed to comply with AD Part M Building Regulations and BS 8300. The main entrance and terraces (once available following the relocation of CWRC) will have step free access. 4 car sized passenger lifts will be included and each floor and there be an accessible WC and ambulant WC on each level.
- 13.29 Car parking and services are accessed from a single point to the west of the building. This access point will have a Copenhagen style crossing which prioritises pedestrians and cycles over motor vehicles. Car parking is provided in the basement which is accessed via a ramp on the north-western elevation. The proposed development provides a service yard with capacity for two larger vehicles at once which is located further north along

this road. The deliveries area includes space for cargo bike deliveries. Liquid nitrogen will also be stored in this area. There will be a single storey structure with a flat green roof which houses the standby generators for the building in the western dogleg of the site.

#### Summary

- 13.30 The layout of the site is considered to prioritise pedestrian and cycle access. The Public Square is well located to join with existing connections to the site. The proposed building would be suitably accessible. Servicing and car park arrangements are considered to be satisfactory from a design perspective. The proposal is compliant with Policies 55, 56, 57, 59 and 60 of the Cambridge Local Plan and policy HQ/1 of the South Cambridgeshire Local Plan (2018) and the NPPF

#### Hard and soft landscape

- 13.31 The landscape design has three elements; the public square, the colonnade and the external terraces of the building. Due to proximity to the CWRC a Building Management Plan condition (**Condition 9 Building Management Plan**) will be included to prevent any street furniture being provided in these spaces until such time as the CWRC is decommissioned to prevent odour impacts. In the meantime, these spaces will provide visual amenity and a pleasant outlook from the building. A Building Management Plan will be implemented to maintain these areas. (**Condition 9 Building Management Plan**)
- 13.32 The public square acts as the external foyer to the building and is where pedestrians will access the building. It is in a key location where the site connects well with Cowley Road and the Jane Coston Bridge. The public square will include a feature tree. It will be paved in natural stone (details to be approved through **Condition 14 Hard and Soft Landscape**). Once the CWRC is decommissioned seating will be incorporated around the feature tree and along the edges of the square amongst the soft landscaping.
- 13.33 The colonnade runs along the southern elevation of the building and wraps partially around the south-eastern elevation providing covered access to the foyer of the building. Once the CWRC is decommissioned benches will be provided along the colonnade and it will provide a pleasant, sheltered seating area at the front of the building. Cyclists will access the building under the westernmost element of the colonnade. The two benches which have been designed by local school children as part of the youth



engagement workshops will also be included under the colonnade once the CWRC is decommissioned.

- 13.34 There are a number of terraces at different levels around the building. These will be paved areas with raised planters. The soft landscaping on the terraces will help soften the building and will provide a pleasant outlook for employees in the building. Once the CWRC has been decommissioned these spaces can be fitted with loose furniture so that employees can use the spaces for amenity purposes.

#### Summary

- 13.35 The landscape proposals are considered to be high quality and in keeping with the surrounding character. The phased approach to the provision of public realm until the decommissioning of the CWRC is considered acceptable. The initial proposals are acceptable in their own right and the addition of seating to the outdoor spaces once CWRC has relocated will provide quality amenity space for employees in future. The proposal is compliant with Policies 55, 56, 57, 59 and 60 of the Cambridge Local Plan and policies HQ/1, NH/2 and NH/6 of the South Cambridgeshire Local Plan (2018) and the NPPF

#### Public art

- 13.36 The DAS outlines the proposed approach to public art. A series of visions and themes are proposed. These will be reflected in a public art strategy. This strategy and a delivery plan will be required by condition **(Condition 13 Public Art)**. It is intended for the public art piece to be a permanent installation within the public realm surrounding the building.

#### Design, layout, scale and landscaping conclusion

- 13.37 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Policies 8, 55, 56, 57, 59 and 60 of the Cambridge Local Plan and policies HQ/1, NH/2 and NH/6 of the South Cambridgeshire Local Plan (2018) and the NPPF.

### 14. Trees

- 14.1 Paragraph 131 of the NPPF advises that existing trees should be retained wherever possible.
- 14.2 Policies 59 (Designing landscape and the public realm) and 71 (Trees) of the Cambridge Local Plan (2018) seek to preserve, protect and enhance

existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature.

- 14.3 Policy NH/2 (Protecting and Enhancing Landscape Character) of the South Cambridgeshire Local Plan (2018) seek to preserve, protect and enhance local landscape character.
- 14.4 Policy NH/6 (Green Infrastructure) of the South Cambridgeshire Local Plan (2018) encourages proposals which reinforce, link, buffer and create green infrastructure.
- 14.5 The application is accompanied by an Arboricultural Impact Assessment and tree planting plans. The applicants also provided a response to the Tree Officer's initial consultation comments. The Tree planting plan has been revised to include an additional 10 trees; these are predominantly smaller trees located around the south eastern sides of the building.
- 14.6 The application includes some tree removals in the northern belt of trees which forms a buffer between the building and the A14. A large amount of replacement tree planting is proposed. There are 33 trees being removed; 2 category B trees, 30 Category C Trees and 1 Category U tree. 70 new trees will be provided to replace the lost trees.
- 14.7 The tree removals are predominantly in the northern buffer which runs adjacent to the A14. This is a strategic band of trees that forms an edge to the city. There is some replacement planting provided in this location to replace the trees lost. These are predominantly larger semi-mature trees of between 5 and 7m in height.
- 14.8 The Council's Tree Officer has raised concerns about the impact of the development on the tree buffer. The building would narrow the strategic tree belt that acts as a buffer to the A14. The Tree Officer notes that the proposed replacement plant is large and may require the removal of more trees.
- 14.9 The proposed development will narrow the tree belt in places which will erode the width of the tree belt and will cause a degree of visual harm. The vast majority of trees being lost are relatively small category C trees and the highest quality trees have been seen as a constraint to development resulting in amendments to the design of the building as part of the pre-application process. The harm is considered to be minor, and the Tree Officer has not raised a formal objection to the development.

- 14.10 The harm to the tree buffer is considered to be mitigated by the inclusion of a significant amount of new tree planting. Conditions are recommended to require tree protection measures during construction (**Condition 17 and Condition 18 AMS and TPP**).
- 14.11 The Tree Officer has raised concerns that the replacement tree planting may require the removal of more trees. A Landscape Maintenance and Management Plan (LMMP) which will be secured by condition (**Condition 14 Hard and Soft Landscape**) will ensure the maintenance arrangements are agreed with the LPAs. Any existing trees shown to be retained which fail within 5 years of the development being completed will need to be replaced. This is secured by condition (**Condition 19 Replacement trees**).
- 14.12 Although there would be a level of harm to the tree belt which buffers the A14, subject to conditions, the proposal would generally accord with policies 59 and 71 of the Cambridge Local Plan (2018) and policies NH/2 and NH/6 of the South Cambridgeshire Local Plan (2018).

## **15. Carbon reduction, water conservation and sustainable design**

- 15.1 Paragraph 152 of the NPPF advises that the planning system should support the transition to a low carbon future in a changing climate.
- 15.2 Both Local Plans have policies which are relevant when considering carbon reduction, water conservation and sustainable design for this proposal. The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy CC/1 of the South Cambridgeshire Local Plan (2018) and Policy 28 of the Cambridge Local Plan (2018).
- 15.3 Policy 28 of the Cambridge Local Plan (Sustainable design and construction, and water use) states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM.

- 15.4 Policy CC/1 of the South Cambridgeshire Local Plan requires all proposals to demonstrate that they have embedded principles of climate change mitigation and adaptation into the development through the submission of a Sustainability Statement.
- 15.5 Policy CC/4 'Water Efficiency' of the South Cambridgeshire Local Plan  
15.6 requires that all new non-residential buildings to achieve a BREEAM efficiency standard equivalence of 2 credits.
- 15.7 Policy CC/3 'Renewable and Low Carbon Energy' of the South Cambridgeshire Local Plan, requires that Proposals for new dwellings and new non-residential buildings of 1,000m<sup>2</sup> or more will be required to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.
- 15.8 The application is supported by a sustainability statement, overheating assessment, renewable energy assessment and whole building life cycle assessment. A water conservation strategy was submitted during the course of the application. The applicant has also submitted a response to the Sustainability Officer's comments as part of their amended submission.
- 15.9 The proposal takes a fabric first and all electric approach to energy and carbon management. The cooling hierarchy, whole building life cycle and embodied carbon assessment seek to reduce carbon emissions associated with the site as much as possible. The developer has demonstrated through their amended submission that the proposal exceeds the energy reduction from renewable energy use required by policy CC/3.
- 15.10 The development is targeting a BREEAM rating of "excellent" with an aspiration to achieve outstanding. The pre-assessment submitted with the application demonstrates a current score of 80.3% which comfortably meets excellent. The development is on target to achieve 5 credits from Ene 01 which relates to the reduction of energy use and carbon emissions.
- 15.11 The development is also on target to achieve 5 credits from Wat 01. The predicted water consumption for the proposed building has been compared with metered consumption data for the existing building and has been shown to be no greater than the existing building. This is welcomed given the increase in floorspace and increase to the number of users of the new building compared with the existing building. The building conserves water through the inclusion of grey and rainwater harvesting, low water uses fittings on all appliances, and the recovery of condensate from the air handling system for use in WC flushing.

- 15.12 The landscape of the building has been designed to minimise the need for irrigation. The Water Conservation Strategy highlights that some trees will need to be irrigated during the establishment period. When compared with the calculated consumption of the existed building (between 13.6 and 17.1 m<sup>3</sup>/day) it can be seen that the overall consumption estimates including irrigation are comparable with the calculated consumption during the tree establishment period. After the tree establishment period the predicated average consumption for the new building falls below the lower end of the calculated water consumption for the existing building.
- 15.13 A condition is recommended requiring compliance with the water conservation measures (**Condition 35 Water Conservation Compliance**).
- 15.14 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions requiring compliance with renewable energy strategy (**Condition 25 Renewable Energy Compliance**) and BREEAM compliance (**Conditions 23 BREEAM Design Stage and Condition 24 BREEAM Post Construction**). A revised trigger has been agreed for the Post Construction BREEAM condition (**Condition 24**).
- 15.15 The application proposal is considered to have appropriately addressed the issue of sustainability and renewable energy, including impact on water resources, and subject to conditions the proposal is compliant with the NPPF (2023), Cambridge Local Plan (2018) policy 28, South Cambridgeshire Local Plan Policies CC/1, CC/3 and CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **16. Biodiversity**

- 16.1 Para 174 of the NPPF advises that decisions should contribute to and enhance the natural and local environment by providing net gains for biodiversity.
- 16.2 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.
- 16.3 Policy 70 (Protection of priority species and habitats) of the Cambridge Local Plan (2018) and policy NH/4 of the South Cambridgeshire Local Plan (2018) outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb

populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss.

- 16.4 The applicant has submitted an Ecological Appraisal Report and Biodiversity Net Gain Assessment Report. Revised biodiversity information has been submitted in response to the amended design. The amendments are resulting in a 11.7% BNG calculation and an improvement of 74.46 in hedgerow units.
- 16.5 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends an ecologically sensitive lighting condition and bat and bird boxes condition. (**Condition 22 Ecologically sensitive lighting & Condition 36 Bat and Bird Boxes**).

#### Summary

- 16.6 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development complies with policy NH/14, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

## 17. Flood risk and Drainage

- 17.1 Paragraph 167 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
- 17.2 Policies 31 (Integrated water management and the water cycle) and 32 (Flood Risk) of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.
- 17.3 Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan (2018) require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.
- 17.4 The applicants have submitted a Drainage Strategy The site is located within flood zone 1 and is a "less vulnerable" use. Flood Zone 1 is land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). The development therefore meets national flood risk guidance regarding being an appropriate location for this type of development.

- 17.5 A preliminary site drainage layout is included showing the SuDS features which includes green and blue roofs, rain garden and swale. An attenuation tank will be provided in the basement for high order storms which will be pumped to the outfall. Foul drainage will connect to the existing Foul Sewerage.
- 17.6 The Lead Local Flood Authority (LLFA) has advised that the measures will result in a vast improvement over the existing unrestricted discharge. The LLFA support the use of rainwater and grey water harvesting which will reduce water requirements on site. The LLFA has no objection to the proposed development subject to conditions requiring a detailed surface water drainage scheme and a scheme to manage surface water while construction takes place. **(Condition 26 Surface Water Drainage & Condition 27 Surface Water Drainage during Construction)**
- 17.7 Anglian Water have no objection to the development subject to a condition requiring details of the foul water drainage works **(Condition 33 Foul Drainage)**.

#### **Summary**

- 17.8 It is considered that the applicants have appropriately addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with policies 31 and 32 of the Cambridge Local Plan (2018), Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan (2018) and NPPF advice.

## **18. Transport and Access**

### **Northeast Cambridge Transport Position Statement**

- 18.1 A Transport Position Statement (TPS) has been issued by the County Council regarding development in Northeast Cambridge. The County's approach is informed by the transport evidence base for the emerging NECAAP, including the A10 Study, which establishes that Milton Road is already at capacity.
- 18.2 The studies recommend the application of a vehicle trip budget in preference to providing additional highway capacity to accommodate new growth. The trip budget works by calculating the existing peak trips generated within the area and apportioning these to the individual sites.
- 18.3 The purpose of the TPS is to ensure that development proposals within Northeast Cambridge that come ahead of the NECAAP submission, do not

prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NECAAP area.

- 18.4 Paragraph 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 18.5 Policy 80 (Supporting sustainable access to development) of the Cambridge Local Plan (2018) supports developments where access via walking, cycling and public transport are prioritised and accessible for all.
- 18.6 Policy 81 (Mitigating the transport impact of development) of the Cambridge Local Plan (2018) states that developments will only be permitted where they do not have an unacceptable transport impact.
- 18.7 Policy TI/2 (Planning for Sustainable Travel) states that development must be located and designed to reduce car travel. It supports development accessible by walking, cycling and public transport. It states that developers will be required to demonstrate adequate mitigation of the impacts of transport. The policy requires that developments demonstrate that they have maximised opportunities for sustainable transport options and provided a Transport Assessment and Travel Plan.
- 18.8 The applicant has submitted a Transport Assessment (TA) and a Framework Travel Plan (FTP) to support the proposal.
- 18.9 Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.

### **Transport Assessment and Framework travel plan**

- 18.10 The Framework Travel Plan (FTP) is a tool that sets out the commitment of a development to promote travel by sustainable modes. This FTP will be used to help staff and visitors make informed choices by providing them with the information needed to make that choice. This may be making them aware of where local bus services go / how much they cost or providing information about what facilities are available in the local area and will be managed by a designated Travel Plan co-ordinator. Measures proposed within the plan are intended to encourage employees to reduce their reliance on single occupancy private car travel.



- 18.11 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to a mitigation package being agreed. This can be secured through various planning conditions and s106 mitigation (**Condition 29 Travel Plan & Condition 30 Car Park Management Plan**).

### **Transport Mitigation**

- 18.12 The NPPF states that LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.
- 18.13 Policy 85 of the Local Plan states that planning permission for new developments will only be supported where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services, and facilities necessary to make the scheme acceptable in planning terms.
- 18.14 The mitigation for the Vitrum Building application is focused on the need to provide the infrastructure to enable a mode switch from private car to cycling and public transport. The highway capacity has reached its maximum threshold and the area is dependent on significant internal, local, and strategic sustainable transport infrastructure.
- 18.15 The mitigation requirement from this development will be to facilitate the delivery of infrastructure in the vicinity of the site (including infrastructure schemes promoted by the Greater Cambridge Partnership and Combined Authority).
- 18.16 The Northeast Cambridge Area Action Plan Transport Evidence Base report of 20 September 2019 sets out the package of transport infrastructure required to unlock growth in the area (tables 55 and 56).
- 18.17 The developer of the adjacent Hartree site has commented on the Infrastructure Delivery Plan (IDP) which identifies what strategic infrastructure interventions will be required to support the level of growth anticipated in the North East Cambridge area, commenting that each developer should pay a fair and equitable proportion of those costs.
- 18.18 While noting these comments, appropriate transport mitigation for this scheme will be secured through planning condition and s106 contribution. This is considered appropriate for the development proposed, meeting the

relevant tests that are necessary to make the development acceptable in planning terms

## **Access**

- 18.19 Pedestrians access to the site is prioritised. Pedestrians will access the building from the front door via the Public Square on the south eastern part of the building. The entrance space will include reception and a small café space with a flexible seating area which can be used for staff lunches or as an auditorium.
- 18.20 Cycle Access to the building will be to the western end of the building from Cowley Road under the Colonnade. Visitor cycle spaces are provided within the public realm adjacent to Cowley Road and visitors can access the building from the cycle parking spaces under the colonnade to provide shelter from the weather.
- 18.21 The Jane Coston Bridge provides vehicle free access for cycles from the north. The applicant has provided an assessment of Cowley Road which demonstrates that the traffic flows and speeds meet with LTN 1/20 meaning it is suitable for cyclists. A dropped kerb will be provided to access the cycle store on the ground floor of the building. This will be shown on the detailed landscape plans required by condition **(Condition 14 Hard and Soft Landscape)**.
- 18.22 There will be an area dedicated within the public realm for last-mile modes (e-scooters, e-bikes).
- 18.23 The nearest bus stops to the site are along Milton Road and Cowley Road and are approximately 500m from the site. The site is approximately 1.3km from Cambridge North Train Station.
- 18.24 The Travel Plan will encourage the use of car clubs and pool bikes (Brompton lockers) will be provided for staff. **(Condition 29 Travel Plan)**
- 18.25 Vehicles will access the building via Cowley Road with a new vehicular access point to the western end of the site. Which will lead to a two-way access ramp to the basement car park.
- 18.26 Servicing will also be provided on this elevation further north to the basement car park access point.

## **Summary**

- 18.27 Subject to conditions and mitigation to be secured by S106 agreement, the proposal accords with the objectives of Cambridge Local Plan (2018) policies 80 and 81, South Cambridgeshire Local Plan (2018) policy TI/2 and NPPF advice.

## **19. Car and cycle provision**

- 19.1 Policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan (2018) set out that car and cycle parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11 of the Local Plan. Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within appendix L.

### **Cycle parking**

- 19.2 The TA sets out an assessment of the required car and cycle parking to support the development and encourage sustainable transport to the site. The TA proposes a 40% cycle mode share.
- 19.3 The location of the cycle store has been revised during the course of the planning application. In the original submission cycle parking was provided in the basement and accessed via two lifts. This has been amended and cycle parking is now on the ground floor of the building which improves access arrangements for cyclists as they can directly access the store.
- 19.4 To make the best use of space most of the cycle parking spaces are in two tier racks. Although there is a preference for Sheffield Stands, Appendix L of the Local Plan states that two tier racks will be considered on a case-by-case basis for non-residential and large student developments. A minimum of 20% of the cycle parking spaces required should be Sheffield stands for less able users and those with non-standard cycles.
- 19.5 The application proposes 20% of the stands to be either Sheffield Stands or enlarged bays suitable for cargo bikes or other off-gauge cycles. A further 28 visitor cycle spaces are proposed within the public realm. The breakdown of cycle stand types is considered acceptable and compliant with Appendix L of the Cambridge Local Plan (2018).
- 19.6 The proposal also includes facilities to support cyclists. This includes 8 showers (1 accessible), changing rooms, lockers (1 per cycle space) and a drying room are proposed in the basement. These are easily accessed via lift near the cycle store. A bike repair maintenance area will be provided

within the cycle storage area. Further detailed design of cycle parking to be provided through condition **(Condition 31 Cycle Parking)**.

Stand type	Number of cycle parking spaces	Percentage of total
Sheffield stands	42	15%
Enlarge Sheffield stands	14	5%
Two-tier stands	224	80%
Total	280	100%

Table 3 Type and number of cycle parking stands

### Car parking

- 19.7 The number of proposed car parking spaces has been reduced over the course of the application. The original proposal was for 102 car parking spaces. TA states that the revised proposal includes 99 car parking spaces. 5% of these spaces will be accessible.
- 19.8 The TA proposes a 24% car driver mode share. This falls within the targets of the NEC AAP Transport Evidence Base (2019), which targets a maximum mode share of 29% for car driver trips.

Situation	Number of car parking spaces	Number of spaces per sqm
Existing Vitrum Building	108	1 per 38 sqm
<b>Proposed building</b>	<b>99</b>	<b>1 per 165 sqm</b>
Cambridge Local Plan standard	409	1 per 30 sqm
South Cambridgeshire Local Plan standard	546	1 per 30 sqm
NEC AAP standard	136-195	1 per 148 sqm

- 19.9 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging and requires dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of the approved parking spaces or at least one Rapid/Fast electric vehicle charge point for each 1,000m<sup>2</sup> non-residential floorspace and additional passive EV charge provision to facilitate future installation and activation of additional EV charging points as required. The TA sets out that this development will provide 50% of the car parking with active EVCP from the outset, with passive provision at all remaining car parking spaces which means that the ducting will be provided to allow easy retrofit in the future.
- 19.10 A condition (**Condition 10 EV Charging**) is recommended requiring details showing compliance with the SPD requirement.

### **Summary**

- 19.11 Subject to conditions, the cycle and car parking proposals accord with the objectives of policy 82 and appendix L of the Cambridge Local Plan, policy TI/3 of the South Cambridgeshire, the Greater Cambridge Sustainable Design and Construction SPD and NPPF advice.

## **20. Construction and Environmental Health Impacts**

- 20.1 Part e) of paragraph 174 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 20.2 Paragraph 185 of the NPPF advises that planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development, as well as limiting the impact of light pollution on local amenity.
- 20.3 Paragraph 186 of the NPPF advises that opportunities to improve air quality should be identified, such as through traffic and travel management.
- 20.4 Policy 33 (Contaminated land) of the Cambridge Local Plan (2018) and policy SC/11 (Contaminated Land) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that there will be no adverse health impacts to future occupiers from ground contamination resulting from existing/previous uses of the area.
- 20.5 Policy 34 (Light pollution control) of the Cambridge Local Plan (2018) and policy SC/9 (Lighting Proposals) of the South Cambridgeshire Local Plan

(2018) states that development proposals that include new external lighting or changes to existing external lighting will be permitted where it can be demonstrated that, amongst other things, upwards or intrusive light spillage is minimised particularly at sites on the edge of Cambridge.

- 20.6 Policy 35 (Human health and quality of life) of the Cambridge Local Plan (2018) and policies CC/6 (Construction Methods) and SC/10 (Noise Pollution) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts on health and quality of life / amenity from noise and vibration.
- 20.7 Policy 36 (Air quality, odour and dust) of the Cambridge Local Plan (2018) and policies CC/6 (Construction Methods), SC/12 (Air Quality) and SC/14 (Odour) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air.
- 20.8 Part f. of Policy 36 (Air quality, odour and dust) of the Cambridge Local Plan (2018) requires that any impacts from existing poor air quality, odour and emissions are appropriately mitigated by the developer. Policy SC/14 (Odour and other fugitives emissions to air) states that odour assessment may be required as part of certain applications. Paragraph 9.72 of the supporting text highlights that areas around sewage treatment works will require odour assessments.
- 20.9 Part b of Policy 15 of the Cambridge Local Plan (2018) and part 4b of Policy SS/4 of the South Cambridgeshire Local Plan requires that all development demonstrates that that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;
- 20.10 Policy HQ/1 (n) of the South Cambridgeshire Local Plan (2018), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.

## **Odour**

- 20.11 The site lies within close proximity to Wastewater Treatment Centre (WWTC). The CWRC is due to be relocated as part of the wider

redevelopment of the area. However, there is no formal approval for the relocation yet therefore there is an ongoing odour impact associated with the use. Cambridge City Council commissioned a Technical note on odour and Cambridge water recycling centre study to understand the impact on development in this interim period. This study is a material consideration in determining planning applications.

- 20.12 The application is supported by an Air Quality and Odour Assessment.
- 20.13 The application site lies within odour contours of 5 and 6 as identified by the technical note on odour. Some development in these contours is unsuitable and less sensitive development may be acceptable subject to mitigation.
- 20.14 The proposal is a medium sensitivity receptor as identified by the technical note. This type of use may be acceptable subject to acceptable odour mitigation at receptor.
- 20.15 The odour impacts from the CWRC have been thoroughly considered as part of the design of the building. The building will have predominantly sealed facades with fresh air provided by mechanical ventilation fitted with carbon filtration to the intake / supply-side to remove odours (and also giving consideration to vehicle emissions from the A14). No seating will be provided in the terraces or outdoor areas at ground floor level while the CWRC is in situ. A Building Management Plan condition is recommended **(Condition 9 Building Management Plan)** which provides detail of how external spaces will be managed and requires that the external uses are not used for amenity purposes until the CWRC has been decommissioned.
- 20.16 The Environmental Health team are satisfied with the odour mitigation proposals. A condition requiring compliance with the odour details submitted is recommended **(Condition 8 Odour Compliance)** as well as conditions requiring a Building Management Plan **(Condition 9 Building Management Plan)** to deal with management of the external spaces

### **Air Quality**

- 20.17 The application is supported by an Air Quality and Odour Assessment which considers both construction and operational phases of development.
- 20.18 The development site is located outside the air quality management area (AQMA) declared by Cambridge City Council.

- 20.19 The proposed energy strategy for the operational use of the building is for all electric, which will have zero emissions, and will therefore generate no significant local air quality impacts.
- 20.20 The Environmental Health team are satisfied that the impact on local air quality will not be significant subject to conditions (**Condition 6 Dust & Condition 10 EV Charge**)

### **Contaminated land**

- 20.21 The application is supported by a phase 1 Desk Study and Phase II Geoenvironmental Assessment Report.
- 20.22 The reports outline that the soils are suitable for a commercial end use scenario and a remediation strategy is not required.
- 20.23 The Environmental Health Officer recommends a condition in relation to unexpected contamination (**Condition 3 Unexpected Contamination**).

### **Lighting**

- 20.24 The application is supported by a Lighting Statement. The report sets out the potential lighting impacts associated with both the construction and operation of the proposed development.
- 20.25 It is not anticipated that there will be any significant lighting effects on residential amenity from the proposed development or from the surroundings on future users of the proposal. A lighting compliance condition is recommended. An ecological sensitive lighting condition is recommended (**Condition 22 Ecological Sensitive Lighting**).

### **Noise and Vibration**

- 20.26 The application is supported by a Construction Environmental Management Plan (CEMP) which describes measures proposed to minimise and mitigate the environmental impact of the demolition and construction works.
- 20.27 The Environmental Health Officer has reviewed the CEMP and requires further detail which can be provided through the standard Demolition / Construction Noise, Vibration and Dust conditions (**Condition 6 Dust, Condition Construction/Demolition Hours 4 and Condition 5 Construction/Demolition Noise and Vibration**)



- 20.28 The application is supported by an Acoustic Planning report which considers the operational plant noise impacts. At this stage the detailed design of operational plant is unavailable. It is not anticipated that there will be any significant noise and vibration effects from the proposed development of from the surroundings on future users of the proposal.
- 20.29 The Environmental Health Officer is satisfied that details of operational plant can be dealt with by condition (**Condition 7 Operational Plant Noise**).

## **21. Third party representations**

- 21.1 The third-party representations have been addressed in the body of the report.

## **22. Planning obligations (S106)**

- 22.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:
- a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development; and
  - c) fairly and reasonably related in scale and kind to the development.
- 22.2 Policy 85 (Infrastructure delivery) of the Cambridge Local Plan (2018) and policy TI/8 (Infrastructure and New Developments) of the South Cambridgeshire Local Plan (2018) states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning term
- 22.3 Policy TI/8 'Infrastructure and New Developments' states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.
- 22.4 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF. The s106 will contribute towards suitable provision and phasing of transport infrastructure, in accordance with Policies 85 and TI/8,

as well as appropriate on and off-site green infrastructure, in accordance with Policies 15 and SS/4.

### Heads of terms

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

### Transport

22.6 The Transport Assessment Team have identified a series of contributions required to mitigate the development. This includes a contribution towards strategic infrastructure to be allocated to the Waterbeach Greenway and Chisholm Trail, a contribution for additional parking restrictions in the surrounding areas within 1km of the site should it be required and a contribution towards management and monitoring of the Travel Plan.

Mitigation required	Sum required
Strategic infrastructure – Waterbeach Greenway and Chisholm Trail)	To be agreed
Additional parking restrictions in the surrounding area (additional parking restrictions in the surrounding area)	£10,000
Travel Plan management and monitoring	£50,000

Table 4 Transport mitigation to be secured by S106 agreement

22.7 S106 contributions will be required to contribute towards the Council's transport infrastructure strategy, with the detail to be discussed further at a later stage.

22.8 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with Policy TI/8 of the South Cambridgeshire Local Plan (2018).

## 23. Other matters

### WELL Assessment

- 23.1 The WELL Building Standard is an international assessment method that encourages healthy lifestyles, as well as promoting natural light and a high standard of air quality, based on scientific, medical and architectural research. The development is targeting a WELL “Gold” standard with aspiration for WELL “Platinum” standard.

### Youth engagement

- 23.2 As part of the pre-application engagement strategy the developer worked with the Youth Engagement Service offered by the Greater Cambridge Planning Service to engage with Year 5 students at the nearby Shirly Community Primary School. The students designed benches and three were chosen to be included on the site. These will be provided within the public realm should the CWRC be decommissioned. This is covered by **Condition 12 Building Management Plan** which requires details of how the outdoor areas are managed while the CWRC is operational and should the CWRC be decommissioned.

### Waste

- 23.3 Waste collections will be undertaken via the service yard on the north western elevation. A commercial waste store has been provided at ground level adjacent to the loading bay.

## 24. Planning balance

- 24.1 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).
- 24.2 The NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 24.3 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent

and need to be pursued in mutually supportive ways to achieve sustainable development.

- 24.4 The benefits and dis-benefits of the development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.

**Economic Objective**

- 24.5 The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.

- 24.6 The proposals will deliver over 12,000 square metres of new Research and Development floorspace (use class E) and create construction jobs and employment. Given the need in Greater Cambridge for additional office and laboratory space, and the demand for such further space, officers consider that the economic benefits of the proposed development should be afforded considerable positive weight in the decision-making process.

**Social Objective**

- 24.7 The NPPF places a clear emphasis on the importance of supporting strong, vibrant and healthy communities.
- 24.8 The social benefits of the scheme arising from the provision of new jobs is considered to be of major significance.
- 24.9 The agreed transport mitigation package will also bring social benefits, through prioritising sustainable travel modes to the development.
- 24.10 The social benefits arising from the development proposals are afforded major significance.

**Environmental Objective**

- 24.11 The NPPF places a clear emphasis on protecting and enhancing the built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 24.12 In relation to the environmental role of sustainability, the proposed parameters of the development demonstrate that the site can appropriately accommodate the quantum of development proposed.

- 24.13 The proposed development will contribute to improvements in habitat quality and a net gain in biodiversity to a minimum of 10%.
- 24.14 The agreed transport mitigation package will also bring environmental benefits, through prioritising sustainable travel modes to the development.
- 24.15 Whilst the development will result in harmful impacts on the area in terms of noise and disturbance as the development is completed and disruption through the implementation of the traffic mitigation, this would be minimised and mitigated through the implementation of construction management plans, and as such carries moderate weight.
- 24.16 Some weight can also be attached to the environmental harm in relation to the loss of some mature trees which form part of a buffer with the A14. However, the proposal would plant 70 additional trees on the site, and this can be considered to be a benefit.
- 24.17 Officers are of the view that the environmental benefits outweigh the dis-benefits, particularly given the level of replacement tree planting proposed. As such, moderate weight can be attached to the environmental benefits of the scheme.

### **Summary**

- 24.18 Overall, the proposed development will bring significant measurable economic, social and environmental public benefits that accord with the three dimensions of sustainable development set out in the NPPF. The proposal would be a highly sustainable, high quality design, providing over 10% BNG and prioritising sustainable transport modes.
- 24.19 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions and completion of a Section 106 Agreement.

### **Conclusion**

- 24.20 The application is consistent with the policies of the development plan for the area. This is principally owing to the site being allocated for development in the adopted Cambridge and South Cambridgeshire Local Plans.
- 24.21 Having examined the development proposals against other material planning considerations, none are identified that would on their own, or in

combination, lead officers to consider recommending refusal of planning permission for the Application.

- 24.22 Officers' analysis, as set out in this report, triggers the 'presumption in favour of sustainable development' set out in Paragraph 11 of the NPPF, which means approving development proposals that accord with an up-to-date development plan without delay.
- 24.23 Furthermore, the direction at Section 38 (6) of the 2004 Planning Act that the proposed development 'must be made in accordance with the development plan unless material considerations indicate otherwise' points firmly towards the granting of planning permission in this case.
- 24.24 Officers have carefully considered all the issues raised by the planning applications, including evidence and opinions submitted on behalf of the applicants, the contributions of consultees, wider stakeholders and members of the public.
- 24.25 Having also taken into account the provisions of the development plan, the NPPF and PPG, section 70 of the Town and Country Planning Act 1990, section 38[6] of the Planning and Compulsory Purchase Act 2004, and the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions.

## **25. Recommendation**

- 25.1 **Approve planning application reference 23/01487/FUL** subject to:
- (i)
  - iii. the conditions and informatives as detailed in section 26 of this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:
  - iv. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning term
- 25.2 **Approve planning application reference 23/01509/FUL** subject to:
- (i) the conditions and informatives as detailed in section 27 of this report, with delegated authority to officers to carry through minor

amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:

- (ii) the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning term

## **26. Planning Conditions relating to 23/01487/FUL**

### **Time Limits**

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

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

### **Approved Plans**

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

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

### **Unexpected contamination**

3. 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).

### **Construction/demolition hours**

4. 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).

### **Construction/demolition noise and vibration**

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

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

### **Dust**

6. 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).

### **Operational plant noise**

7. No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

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

### **Odour compliance**

8. The odour filtration / mitigation system and odour management scheme shall be implemented in accordance with the principles of, and measures detailed within the following submitted documents:

- Vitrum; Air Quality and Odour Assessment; VTR-BH-XX-RP-Q-00001; 0053611; Revision P03; 24/03/2023 (Buro Happold)
- Vitrum; Ventilation and Extract Statement; VTR-BH-XX-RP-M-00001; 0053611; Revision P03; 24/03/2023 (Buro Happold)



The odour filtration / mitigation system shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity of occupiers of the building from odour associated with the Cambridge Water Recycling Centre in accordance with the requirements of the National Planning Policy Framework (NPPF,2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 36 - Air quality, odour and dust.

### **Building Management Plan**

9. There shall be no use of the external spaces around the building (including the upper floor terraces) for amenity purposes while the Cambridge Water Recycling Centre (CWRC)remains operational.

Prior to the first use of the development a Building Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Building Management Plan will outline how the outdoor spaces will be managed whilst the CWRC is operational.

Should CWRC be decommissioned, within 6 months of decommissioning of CWRC, an updated Building Management Plan shall be submitted to and approved in writing by the Local Planning Authority t how the outdoor spaces will be managed including the provision of street furniture and the Youth Engagement Benches.

Reason: To protect the amenity of occupiers of the building from odour associated with the Cambridge Water Recycling Centre in accordance with the requirements of the National Planning Policy Framework (NPPF,2019) paragraphs 170 e) and 180 a) and Cambridge Local Plan 2018 policy 36 - Air quality, odour and dust.

### **EV Charging**

10. Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall provide:

- (i) Dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of the approved parking spaces
- (ii) At least one Rapid electric vehicle charge point for each 1,000m<sup>2</sup> floorspace or at least one Fast electric vehicle charge point for each 1,000m<sup>2</sup> non-residential floorspace should a Rapid charge point not be technically feasible
- (iii) The rapid and/or fast electric vehicle charge point parking spaces for non-residential to be exclusively reserved for electric vehicle charging.
- (iv) Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining non-residential car

parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required. The approved scheme shall be fully installed before the use is commenced and retained as such.

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

### **Material Details**

11. No development shall take place above ground level, other than demolition, until details of the materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

### **Sample Panel**

12. No brickwork above ground level shall be laid until a sample panel has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

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

### **Public Art**

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

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

The approved PADP shall be fully implemented in accordance with the approved

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

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

### **Hard and Soft Landscape**

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

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

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

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

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

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

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

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

### **Hard and Soft Landscape implementation**

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

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

### **Tree Pits**

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

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

### **Tree protection - AMS and TPP**

17. No development (including demolition) shall commence until a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012 has been submitted to and approved in writing by the local planning authority.

The AMS and TPP will consider the potential impact on trees including the following:

- (i) required tree works including a tree removal and retention plan;
- (ii) the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any relevant activity related to the development;
- (iii) ground works including the installation of services and SUDS;
- (iv) management including supervision, access, site briefings attended by the site manager and retained arboricultural consultant and storage of materials;
- (v) landscaping;
- (vi) detailed tree survey; and
- (vii) a phasing plan for the removal of tree protection measures.

Reason: to safeguard the trees on and around the site, in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan Policy 71

### **Tree Protection compliance**

18. The approved tree protection methodology in the AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all relevant equipment, and surplus materials have been removed from the site as set out in the phasing plan for the removal of tree protection measures. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans and the ground levels within those areas shall not be altered, nor shall any excavation be made. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: to safeguard the trees on and around the site, in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan Policy 71.

### **Replacement trees**

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

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

### **Green roof**

20. Within any reserved matters application pursuant to this approval, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

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

- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),

- c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,
- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,
- e) A management/maintenance plan approved in writing by the Local Planning Authority,

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

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

#### **Plant screen details**

21. No development shall take place above ground level, other than demolition, until details of the plant screen have been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interest of visual amenity ((Cambridge Local Plan 2018 policies 55 and 57.)

#### **Ecologically sensitive lighting**

22. No development shall be occupied until a "lighting design strategy for biodiversity" for features or areas that are proposed to be lit, shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specification) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason - To minimise disturbance, harm, or potential impact upon protected species in accordance with Policy 34 of the Cambridge Local Plan 2018

### **BRE design stage**

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

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

### **BRE Post-construction**

24. Within 9 months of occupation of the building, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

### **Renewable energy compliance**

25. The approved renewable/low carbon energy technologies (as set out in the Renewable Energy Statement) shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with a maintenance programme, details of which shall have previously been submitted to and approved in writing by the local planning authority.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by the local planning authority. The revised Energy Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Surface Water Drainage**

26. No development above base course level shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the

surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Drainage Strategy prepared by Thornton Tomasetti (ref: Y22032-VTR-TT-XX-RP-C-00001) dated 2 March 2023 and shall also include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections); Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- d) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- e) Full details of the maintenance/adoption of the surface water drainage system;

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

### **Surface Water Drainage – Construction**

27. No development 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 within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with Policies 31 and 32 of the Cambridge Local Plan 2018



### **Bird Hazard Management Plan**

28. Prior to the commencement of above ground work (except for demolition), a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: - Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the operations of Cambridge Airport and ensure that the implementation, management, and maintenance of the planting strategy addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management, in accordance with Policy 59 of the Cambridge Local Plan 2018

### **Travel Plan**

29. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

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

### **Car Parking Management Strategy**

30. Prior to the occupation of the building, a Car Parking Management Strategy (CPMS) shall be submitted to and approved in writing by the local planning authority. The CPMS shall include details to ensure that sustainable travel provision is balanced with appropriate on-site parking including the allocation of spaces to car sharing and off peak journeys. The management plan shall be implemented in accordance with the approved details.

Reason - In the interests of encouraging sustainable travel to and from the site in accordance with Policy 5 of the Cambridge Local Plan 2018

### **Cycle parking**

31. Notwithstanding the approved plans, no occupation of either building shall take place until details of the storage provision for all cycles and scooters for that building, including non-standard cycles, such as cargo bikes, and electric bikes, as well as details of the mechanism to raise the double tier cycle parking shall be submitted to and approved in writing by the Local Planning Authority.

The approved cycle parking provision shall be installed and made available in

accordance with the approved plans prior to the occupation of either building. The cycle facilities shall thereafter be retained and shall not be used for any other purpose.

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

### **Construction traffic management**

32. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

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

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

### **Foul drainage**

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

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

### **Fire hydrants**

34. No development above ground level shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

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

### **Water conservation compliance**

35. Prior to the first occupation of the building, all of the water conservation measures outlined in the Water Conservation Strategy (VTR-BH-XX-DN-P-00001) shall be fully implemented and thereafter maintained.

Reason: To ensure the development does not harm water supply (Cambridge Local Plan (2018) Policy 28)

### **Bat and bird boxes**

36. No development above ground level shall commence until a scheme for the provision of bird and bat boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. No dwelling shall be occupied until nest boxes have been provided for that property in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests in accordance with Policies 59 and 70 of the Cambridge Local Plan 2018.

## **Informatives relating to 23/01487/FUL**

### **Demolition / Construction Noise and Vibration**

1. The noise and vibration report should include:

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

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

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

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

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 – Noise Control Targets and in Annex G – noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

## **2. Dust Informative**

It is required that a dust management plan should reference and have regard to various national and industry best practical technical guidance such as:

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

## **3. Traffic Management Plan: notes for guidance**

When writing a Traffic Management Plan (TMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a lengthy document however, clarity is key.

### **1. Site Plan**

i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

- a. Proposed material storage area
- b. Proposed site offices
- c. Proposed car parking area
- d. Proposed manoeuvring space
- e. Proposed access location
- f. Proposed location of any gates
- g. Proposed location of any wheel washing facility or similar.
- h. If the site is to be multi-phased then a plan for each phase should be provided.

### **2. Movement and control of muck away and delivery vehicles**

i. The proposed manoeuvring area for delivery/muck away vehicles, this

should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.

ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?

iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the StreetWorks Team at [Streetworks@Cambridgeshire.gov.uk](mailto:Streetworks@Cambridgeshire.gov.uk)) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.

iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.

v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognized that this may not be practical for small scale developments of one or two units.

### 3. Contractor parking:

i. If possible all parking associated with the proposed development should be off the adopted public highway.

ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii. If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.

iv. If contractor parking is to be on street the applicant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- a. The name of the driver
- b. The registration number of the vehicle
- c. Make of vehicle
- d. Arrival time
- e. Departure time

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

i. If it likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the adopted public highway.

ii. The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

iii. It is 72recognized that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.

iv. Grass verges and other areas of soft landscaping within the adopted public highway are particularly susceptible to significant levels of damage, by construction traffic, and if such areas exist within the street where the development is taking place the developer should include a note stating that such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.

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

#### **4. 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).

## **5. 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.

## **S106 agreement**

6. This permission is accompanied by a s106 agreement.

## **27. Planning conditions relating to 23/01509/FUL**

### **Time limit**

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

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

### **Approved Plans**

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

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

### **Unexpected contamination**

3. 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 in accordance with Policy SC/11 of the South Cambridgeshire Local Plan.

### **Construction/demolition hours**

4. 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 in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

### **Construction/demolition noise and vibration**

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

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

### **Dust**

6. 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 in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018.

### **Operational Plant Noise**

7. No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

### **Odour compliance**

8. The odour filtration / mitigation system and odour management scheme shall be implemented in accordance with the principles of, and measures detailed within the following submitted documents:

- o Vitrum; Air Quality and Odour Assessment; VTR-BH-XX-RP-Q-00001; 0053611; Revision P03; 24/03/2023 (Buro Happold)
- o Vitrium; Ventilation and Extract Statement; VTR-BH-XX-RP-M-00001; 0053611; Revision P03; 24/03/2023 (Buro Happold)

The odour filtration / mitigation system shall be fully implemented before the use



hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity of occupiers of the building from odour associated with the Cambridge Water Recycling Centre in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and South Cambridgeshire Local Plan 2018 policy SC/14. There shall be no use of the external spaces around the building (including the upper floor terraces) for amenity purposes while the Cambridge Water Recycling Centre (CWRC) remains operational.

### **Building Management Plan**

9. There shall be no use of the external spaces around the building (including the upper floor terraces) for amenity purposes while the Cambridge Water Recycling Centre (CWRC) remains operational.

Prior to the first use of the development a Building Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Building Management Plan will outline how the outdoor spaces will be managed whilst the CWRC is operational.

Should CWRC be decommissioned, within 6 months of decommissioning of CWRC, an updated Building Management Plan shall be submitted to and approved in writing by the Local Planning Authority how the outdoor spaces will be managed including the provision of street furniture and the Youth Engagement Benches.

Reason: To protect the amenity of occupiers of the building from odour associated with the Cambridge Water Recycling Centre in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and South Cambridgeshire Local Plan 2018 policy SC/14

### **EV charging**

10. Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall provide:

- (i) Dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of the approved parking spaces
- (ii) At least one Rapid electric vehicle charge point for each 1,000m<sup>2</sup> floorspace or at least one Fast electric vehicle charge point for each 1,000m<sup>2</sup> non-residential floorspace should a Rapid charge point not be technically feasible
- (iii) The rapid and/or fast electric vehicle charge point parking spaces for non-residential to be exclusively reserved for electric vehicle charging.
- (iv) Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the

provision of cabling to parking spaces for all remaining non-residential car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required. The approved scheme shall be fully installed before the use is commenced and retained as such.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (South Cambridgeshire Local Plan 2018 policies SC/12 and TI/2 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

### **Materials**

11. No development shall take place above ground level, other than demolition, until details of the materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Policy HQ/1 of the South Cambridgeshire Local Plan 2018)

### **Sample panel**

12. No brickwork above ground level shall be laid until a sample panel has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area. in accordance with (Policy HQ/1 of the South Cambridgeshire Local Plan 2018.).

### **Public Art**

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

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

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

otherwise than in accordance with the approved maintenance arrangements.

Reason: To provide public art as a means of enhancing the development and (South Cambridgeshire Local Plan policy HQ/2)

### **Hard and Soft Landscape**

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

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing

functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;

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

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

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

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

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

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the South

Cambridgeshire Local Plan 2018.

### **Hard and Soft Landscape implementation**

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

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

### **Tree pits**

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

Reason: To ensure proposals are in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

### **Tree Protection – AMS and TPP**

17. No development (including demolition) shall commence until a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012 has been submitted to and approved in writing by the local planning authority.

The AMS and TPP will consider the potential impact on trees including the following:

- (i) required tree works including a tree removal and retention plan;
- (ii) the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any relevant activity related to the development;
- (iii) ground works including the installation of services and SUDS;
- (iv) management including supervision, access, site briefings attended by the site manager and retained arboricultural consultant and storage of materials;
- (v) landscaping;
- (vi) detailed tree survey; and
- (vii) a phasing plan for the removal of tree protection measures.

Reason: to safeguard the trees on and around the site, in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan Policies HQ/1 and NH/2.

### **Tree Protection compliance**

18. The approved tree protection methodology in the AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all relevant equipment, and surplus materials have been removed from the site as set out in the phasing plan for the removal of tree protection measures. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans and the ground levels within those areas shall not be altered, nor shall any excavation be made. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out. Reason: to safeguard the trees on and around the site, in accordance with section 197 of the Town and Country Planning Act 1990 and South Cambridgeshire Local Plan Policies HQ/1 and NH/4.

### **Replacement Trees**

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

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interest of visual amenity.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH4.

### **Green roof**

20. Within any reserved matters application pursuant to this approval, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

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

- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),
- c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,
- d) Where solar panels are proposed, biosolar roofs should be

incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,

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

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

Reason: To ensure proposals are in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

### **Plant screen details**

21. No development shall take place above ground level, other than demolition, until details of the plant screen have been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interest of visual amenity ( South Cambridgeshire Local Plan 2018 policy HQ/1.)

### **Ecologically sensitive lighting**

22. No development shall be occupied until a "lighting design strategy for biodiversity" for features or areas that are proposed to be lit, shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specification) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason - To minimise disturbance, harm, or potential impact upon protected species in accordance with Policy NH/4 of the South Cambridgeshire Local Plan 2018

### **BRE Design Stage**

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

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

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **BRE Post-construction**

24. Within 9 months of occupation of the building, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Renewable Energy compliance**

25. The approved renewable/low carbon energy technologies (as set out in the Renewable Energy Statement) shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with a maintenance programme, details of which shall have previously been submitted to and approved in writing by the local planning authority.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by the local planning authority. The revised Energy Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policy CC/1 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Surface Water Drainage**

26. No development above base course level shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Drainage Strategy prepared by Thornton Tomasetti (ref: Y22032-VTR-TT-XX-RP-C-00001) dated 2 March 2023 and shall also include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of

all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);

c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

d) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;

e) Full details of the maintenance/adoption of the surface water drainage system;

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with Policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018

### **Surface Water Drainage – Construction**

27. No development 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 within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with Policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

### **Bird Hazard Management Plan**

28. Prior to the commencement of above ground work (except for demolition), a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: -  
Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place



unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the operations of Cambridge Airport and ensure that the implementation, management, and maintenance of the planting strategy addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018

### **Travel Plan**

29. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

### **Car Parking Management Strategy**

30. Prior to the occupation of the building, a Car Parking Management Strategy (CPMS) shall be submitted to and approved in writing by the local planning authority. The CPMS shall include details to ensure that sustainable travel provision is balanced with appropriate on-site parking including the allocation of spaces to car sharing and off peak journeys. The management plan shall be implemented in accordance with the approved details.

Reason - In the interests of encouraging sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018

### **Cycle Parking**

31. Notwithstanding the approved plans, no occupation of either building shall take place until details of the storage provision for all cycles and scooters for that building, including non-standard cycles, such as cargo bikes, and electric bikes, as well as details of the mechanism to raise the double tier cycle parking shall be submitted to and approved in writing by the Local Planning Authority.

The approved cycle parking provision shall be installed and made available in accordance with the approved plans prior to the occupation of either building. The cycle facilities shall thereafter be retained and shall not be used for any other purpose.

Reason - To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018

### **Construction traffic management plan**

32. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local

Planning Authority.

The principal areas of concern that should be addressed are:

- a) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- b) Contractor parking, with all such parking to be within the curtilage of the site where possible
- c) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- d) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

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

Reason: To ensure that before development commences, highway safety will be maintained during the course of development.

### **Foul Drainage**

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

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policies CC/7 and CC/8 of the South Cambridgeshire Local Plan 2018.

### **Fire hydrants**

34. No development above ground level shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until the approved scheme has been implemented.

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

### **Water conservation compliance**

35. Prior to the first occupation of the building, all of the water conservation measures outlined in the Water Conservation Strategy (VTR-BH-XX-DN-P-00001) shall be fully implemented and thereafter maintained.

Reason: To ensure the development does not harm water supply (South Cambridgeshire Local Plan (2018) Policy CC/1)

## **Bird and bat boxes**

36. No development above ground level shall commence until a scheme for the provision of bird and bat boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. No dwelling shall be occupied until nest boxes have been provided for that property in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

## **Informatives relating to 23/01509/FUL**

### **1. Demolition / Construction Noise and Vibration**

The noise and vibration report should include:

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

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

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

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

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

## 2. Dust Informative

It is required that a dust management plan should reference and have regard to various national and industry best practical technical guidance such as:

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

## 3. Traffic Management Plan: notes for guidance

When writing a Traffic Management Plan (TMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a lengthy document however, clarity is key.

### 5. Site Plan

- i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

Proposed material storage area

Proposed site offices

Proposed car parking area

Proposed manoeuvring space

Proposed access location

Proposed location of any gates

Proposed location of any wheel washing facility or similar.

If the site is to be multi-phased then a plan for each phase should be provided.

### 6. Movement and control of muck away and delivery vehicles

- i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.
- ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled
- iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the StreetWorks Team at [Streetworks@Cambridgeshire.gov.uk](mailto:Streetworks@Cambridgeshire.gov.uk) ) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.

iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.

v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

#### 7. Contractor parking:

i. If possible all parking associated with the proposed development should be off the adopted public highway.

ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii. If the site has no potential to provide off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.

iv. If contractor parking is to be on street the applicant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- The name of the driver
- The registration number of the vehicle
- Make of vehicle
- Arrival time
- Departure time

8. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

i. If it is likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto or over the adopted public highway.

ii. The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

iii. It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.

iv. Grass verges and other areas of soft landscaping within the adopted public highway are particularly susceptible to significant levels of damage, by construction traffic, and if such areas exist within the street where the development is taking place the developer should include a note stating that such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.

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

#### **4. 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).

#### **5. 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.

#### **6. S106 agreement**

This permission is accompanied by a s106 agreement.

**Background papers:**

The following list contains links to the documents on the Council's website:

- [South Cambridgeshire Local Plan 2018](#)
- [Cambridge Local Plan 2018](#)

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## Committee Dates – 2024/25

The proposed dates are:

2024/25	Committee Meeting	Development Forum	Control
June	19	As required	
July	17	As required	
August	21	As required	
September	18	As required	
October	16	As required	
November	20	As required	
December	10 (Tuesday)	As required	
January	22	As required	
February	11 (Tuesday)	As required	
March	19	As required	
April	16	As required	

Members are requested to contact the Committee Manager in advance of the meeting if they have any comments regarding the above dates.

Please could the following be noted in the context of the dates:

1. JDCC usually falls on the third Wednesday of the month, to fit in with City and South Cambs Planning Committees dates which are usually scheduled on the first and second Wednesday of the month respectively. There are times when this scheduling cannot be followed for example in January, the City Planning Committee is usually pushed to the second Wednesday of the month because of the bank holidays over the Christmas and New Year period, which then impacts on the South Cambs and JDCC meeting dates.
2. There was also a request by JDCC Members when meetings dates were agreed for the current municipal year that where possible, the December meeting would not be held in the third week of December and the February meeting would not be held in half term. Consequently both of these meetings have been brought forward a week and are proposed to be held on a Tuesday.

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