



Joint Development Control Committee

Date: Wednesday, 23 April 2025

Time: 10.00 am

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

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

Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 5 - 12)

Application

- 4 23/04643/OUT - Former National Institute of Agricultural Botany (NIAB), Huntingdon Road, Cambridge, CB3 0LE (PAGES 13 - 80)

Pre-application Developer Briefings

- 5 Land between Huntingdon Road, Madingley Road, and the M11, Cambridge, Cambridgeshire
Description: Eddington Phase 2 - Outline application for a mixed-use development including residential, student, senior living, commercial and academic floorspaces, alongside supporting retail and community uses. Associated infrastructure and engineering works including accesses, roads, and open space.
- 6 Cambridge Business Park - Pilot project
Description: Refurbish and extend Robinson House to include an event space, flexible workspace, a café, event spaces and lab-hotel. A glazed corridor will link the existing building to a proposed modular extension containing the lab space, rooftop amenity space and

potential urban farm. Car parking reduced to 7 spaces. Cycle parking and gas storage are proposed.

Joint Development Control Committee Members:

Cambridge City Council: Cllrs S. Smith (Chair), Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Lokhmotova, Nestor and Young

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

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JOINT DEVELOPMENT CONTROL COMMITTEE

26 February 2025

10.00 - 11.06 am

Present: Councillors S. Smith (Chair), Bradnam (Vice-Chair), Baigent, Flaubert, Porrer, Smart, Thornburrow, Fane and Garvie

Also present (virtually) Councillor: Hawkins

Officers Present:

Strategic Sites Manager: Philippa Kelly

Legal Adviser: Keith Barber

Committee Manager: Sarah Steed

Meeting Producer: Claire Tunnicliffe

Developer Representatives:**In-person**

Emily Chatwin – University of Cambridge

Rebecca Saunt – University of Cambridge

Nick Green – Saunders Boston Architects

Online:

Mervin Cardoso – Arcadis

Lucy Whimster - TLP

FOR THE INFORMATION OF THE COUNCIL**25/7/JDCC Apologies**

Apologies were received from Councillor Cahn, (Councillor Garvie attended as an alternate), Councillor R. Williams and Councillor Flaubert provided apologies for lateness.

25/8/JDCC Declarations of Interest

Item	Councillor	Interest
All	Baigent	Member of Cambridge Cycling Campaign.
All	Stobart	Member of Cambridge Cycling Campaign.

25/10/JDCC	Smart	Was on the bank staff as a Hospital Porter.
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25/9/JDCC Minutes

The minutes of the meeting held on 22 January 2025 were approved as a correct record and signed by the Chair.

25/10/JDCC Forvie Site, Robinson Way, Cambridge Biomedical Campus

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

1. Asked why a temporary building was being proposed.
2. Queried if there would be any displacement parking.
3. Asked what the plans were for the existing building.
4. Asked if the proposals would comply with the requirements set out in the draft Cambridge Biomedical Campus Supplementary Planning Document (CBCSPD) which had recently been out for consultation.
5. Asked for information about laboratory design and environmental management considerations.
6. Asked if any amenity space would be provided for employees?
7. Asked if extraction fans / flues / noise would affect the adjacent John Van Geest Building located on the site.
8. Asked if the proposed fencing around the temporary building would touch the building, if so, would it result in a risk to blocking light into the windows.
9. Asked if more cycling parking would be provided and where this would be located.
10. Queried how the vertical planting would be maintained.
11. Asked when work on the CBCSPD Masterplan would be completed.
12. Noted the proposal was for a temporary building and asked what the Developer's plans were for the site once any proposed temporary permission, if granted expired.
13. Could the proposed temporary building be re-purposed after any planning permission expired.

14. Asked when the Forvie site Masterplan would be completed.
15. Asked if the flat roof would be a biodiverse roof.

The meeting ended at 11.06 am

CHAIR

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JOINT DEVELOPMENT CONTROL COMMITTEE

19 March 2025
10.05 - 11.27 am

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

Also present (virtually) Councillors: Baigent and Hawkins

Officers Present:

Strategic Sites Manager: Philippa Kelly

Principal Planner: Rebecca Ward

Committee Manager: Sarah Steed

Other Officers Present:

Principal Transport Assessment Officer: Jez Tuttle (Cambridgeshire County Council)

Developer Representatives:

David Fletcher (Agent)

Ulrich Vaneck (Applicant representative)

Paul Keating (Applicant representative)

FOR THE INFORMATION OF THE COUNCIL**25/11/JDCC Apologies**

There were none.

25/12/JDCC Declarations of Interest

Item	Councillor	Interest
25/13/JDCC	Stobart	Member of Cambridge Cycling Campaign.
25/13/JDCC	Baigent	Member of Cambridge Cycling Campaign.

25/13/JDCC Land North Of Cherry Hinton Coldhams Lane Cambridge

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

1. Asked where the proposed cycleway was in relation to the greenway which was proposed to be delivered by the Greater Cambridge Partnership (GCP).
2. If the cycle route wasn't provided asked how cyclists would travel across the site?
3. Asked how cyclists would cross the Norman Way junction. Would it be a lit junction, would there be a pelican crossing.
4. Believed a cycle route should be provided and that it should be 3m in width. Commented that the cycleway was a key factor in the outline planning approval. Queried whether alterations could be made to the road (reduce the road width, include traffic calming measures) so that the cycleway could be accommodated.
5. Commented that when land was released from the green belt to create opportunities for development; the Transport Strategy which accompanied this focussed on routes into the city centre and routes to the north of the city. Both routes were required. Asked if a cycle route on the southern side of Coldham's Lane had been considered where there was an existing footpath.
6. Noted that it was advised that a cycle route could not be accommodated on the northern side of Coldham's Lane without removal of the existing hedge.
7. Asked if the Applicant had engaged a cycling consultant to assist with the application.
8. Believed members were being asked to weigh up the value of the hedgerow against the provision of a cycle route.
9. Asked how the Applicant would address the biodiversity loss if the hedgerow was removed. Commented that off-site biodiversity mitigation was less desirable than on-site provision.
10. Asked if the airport site came forward how cycle /pedestrian routes along Coldham's Lane could be assured.
11. Asked if any work had been undertaken to understand where the principal destinations would be for people travelling from the site.
12. Asked if the Applicant had had any discussions with cycling groups or local communities.
13. Commented that the GCP greenway would serve a different destination

- to the cycleway which was proposed as part of this development.
14. Believed the cycleway should take priority; the majority of the hedgerow could be replaced on the northern side of Coldham's Lane and other biodiversity enhancements on the site could be made. Suggested the Applicant explored whether it could obtain ownership of land not currently in their control, which would assist in the delivery of the cycleway as proposed.
 15. Noted Coldham's Lane had been closed to traffic for substantial periods of time over the past two years for electricity / gas etc works. Queried if Coldham's could be closed to traffic or if traffic calming measures could be considered to make the road safer for cyclists. Could the speed limit be reduced from 40mph to 30mph for example.
 16. Believed the hedge was planted approximately 20 years ago by the airport to provide screening. If the hedge was removed alternative screening of the airport site would need to be provided.
 17. Did not agree with other Member's comments that the cycle route could be located on the southern side of Coldham's Lane as it would require cyclists to cross the road twice to reach their destination.
 18. Asked for clarification regarding current cycling routes from the site towards the railway bridge and beyond..
 19. Suggested that the cycleways needed to comply with LTN-120.
 20. Did not agree with other Member's comments that Coldham's Lane should be closed to vehicles.
 21. Commented that if the hedge was to be removed and replanted that it is replanted before the cycle way was completed so that the hedge had time to establish and provide on-going screening.

The meeting ended at 11.27 am

CHAIR

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Ref: 23/04643/OUT

Address: Former National Institute of Agricultural Botany, Huntingdon Road, Cambridge, CB3 0LE

Application details

Committee Date: 23 April 2025

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Castle

Proposal: Outline application for the demolition of all site buildings and structures other than Chapter House and erection of buildings for a laboratory/office campus (Class E (g(i)) and (g(ii))) and associated facilities, cafe (class E(b)), access, car and cycle parking, revised access, car and cycle parking and refuse storage for the retained Chapter House with some matters reserved except for access, layout and scale.

Applicant: Vertex Living Limited

Presenting officer: John Shuttlewood

Reason presented to Committee: This is an application for major development within the JDCC administrative area.

Member site visit date: Wednesday 16 April 2025

Key issues:

1. The principle of development for laboratory / office campus use
2. Sustainability and design
3. Highways safety
4. Residential amenity

Recommendation:

A. Approve this outline planning application 23/04643/OUT, subject to:

- (i) The planning conditions and informatives as detailed in Section 28 of this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary).
- (ii) The prior completion of a planning obligation which secures the Heads of Terms as set out in this report, with delegated authority to officers to include other relevant planning obligations necessary to make the proposal acceptable in planning terms, and to negotiate, settle and complete such planning obligation in consultation with the Chair and Vice Chair of JDCC.

Report contents

Document section	Document heading
1	Introduction and Executive summary
2	Site description and context
3	Environmental Impact Assessment
4	The proposal
5	Relevant site history
6	Policy
7	Consultations
8	Third party representations
9	Member representations
10	Planning background
11	Assessment
12	Principle of development
13	Design, layout and scale
14	Heritage assets
15	Trees
16	Carbon reduction and sustainable design
17	Biodiversity
18	Water management and flood risk
19	Archaeology
20	Highway safety and transport

21	Cycle and car parking provision
22	Amenity
23	Public Art
24	Third party representation
25	Planning obligations (s106)
26	Other matters
27	Planning balance
28	Recommendation

Table 1 Content of report

1.0 Introduction and Executive Summary

- 1.1 The outline application proposes demolition of all existing site buildings and structures other than Chapter House and the erection of four buildings for laboratory / office use and associated facilities.
- 1.2 The applicant has not engaged in pre-application discussions for the current proposal.
- 1.3 The proposed development would meet policy requirements in respect of carbon reduction and sustainable design, biodiversity, trees, drainage and flood risk, contamination and other environmental issues, public art and all other matters.
- 1.4 The benefits and dis-benefits of the development proposals have been evaluated and assessed against the objectives of the NPPF and the presumption in favour of sustainable development.
- 1.5 In terms of economic benefits, the proposal would provide 31,757m² of laboratory and office use which will create various new job roles during and post construction which will be of benefit to the local economy. Planning obligation contributions towards bus service enhancements to facilitate sustainable travel alternatives and transport infrastructure will be of benefit to the local economy. Overall, the proposal development is considered to bring about moderate economic benefits.
- 1.6 In terms of social benefits, the proposal would provide a café for people employed at the site and which could be used by local residents from the surrounding area. Moderate weight is afforded to these benefits. The proposal would result in the loss of two residential properties which weighs against the scheme.
- 1.7 In terms of design, layout and scale, the proposal would provide four four-storey buildings with limited architectural detail. Neutral weight is afforded in the planning balance.

- 1.8 In terms of environmental benefits, the comprehensive redevelopment of the site would improve the area and there would be a significant increase in biodiversity of the site. Landscape is a reserved matter, but a high-quality landscape scheme can be secured which would provide environmental benefits to that of the existing brownfield, mainly vacant site. The scheme also includes various sustainability measures which includes water re-use and use of renewable energy sources, sustainable urban drainage systems and green roofs. Therefore, the scheme will bring about moderate environmental benefits.
- 1.9 Overall, the proposals will bring about public benefits which accord with the three dimensions of sustainable development set out in the National Planning Policy Framework 2024. The application site is part included within an allocation for mixed use residential development with the remaining part identified in the Brownfield Register and as such the principle of re-use for commercial development is considered acceptable and has been found to comply with all other policies in the adopted Cambridge Local Plan 2018. The balance of these benefits in the circumstances of the application is considered to weigh in favour of granting planning permission, outweighing any harm that the proposed development may cause. In accordance with S38(6) of the Planning and Compulsory Act 2004 there is a statutory presumption in favour of granting planning permission.
- 1.10 Officers recommend that the Joint Development Control Committee approve this application.

2.0 Site Description and Context

- 2.1 The application site is located to the north-west of Cambridge on the north-eastern side of Huntingdon Road. The site covers an area of 2.85ha. The site is bounded to the north-west by Lawrence Weaver Road, to the north-east by the rear of properties facing Falmouth Avenue and to the south-east by Howes Place. The land to the west and north-west have been developed for residential properties at Darwin Green.
- 2.2 The site currently contains the former NIAB Headquarters and comprises buildings, car parking and areas of hardstanding undeveloped scrub land. The main buildings are located to the south-western part of the site. The former uses at the site had relocated to a new NIAB Headquarters building on Lawrence Weaver Road and staff moved into that building in 2020. The former NIAB headquarters building has been converted into 95 new dwelling units under Prior Approval 20/03335/PRIO30.
- 2.3 The south-western part of the site is defined as previously developed land and is included on the Council's Brownfield Land Register. The north-eastern part is identified as an allocation for an Area of Major Change linked with Darwin Green in the Cambridge Local Plan 2018.

- 2.4 The site is adjacent to Howes Place Conservation Area to the south and southeast, which includes the residential properties in Howes Place and the main former NIAB headquarters building fronting Huntingdon Road. This new Conservation Area was designated in June 2024. The main former NIAB headquarters building fronting Huntingdon Road and Nos.14-15 Howes Place are included on the Council's List of Building of Local Interest. These buildings are part of a wider group including No.1-13 Howes Place.
- 2.5 There is a grouped Tree Preservation Order (TPO) on and around the site protecting the Pleached Lime trees. There are also individual TPOs covering Apple and Maple trees.

3.0 Environmental Impact Assessment

- 3.1 The proposal does not fall within the definition of "Schedule 2 Development" under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement is not therefore required for the application.

4.0 The Proposal

- 4.1 The proposal is an outline application for the demolition of all site buildings and structures other than Chapter House and erection of buildings for a laboratory/office campus (Class E (g(i)) and (g(ii))) and associated facilities, cafe (class E(b)), access, car and cycle parking, revised access, car and cycle parking and refuse storage for the retained Chapter House with some matters reserved except for access, layout and scale.
- 4.2 Details of the proposed site access, layout and scale are included in the outline application. The reserved details are the appearance of the proposed buildings and the site landscaping.
- 4.3 The proposed development includes the following:
- Four, 3 storey blocks for laboratory and office use (31,757m²), Use Class E, gi) offices, gii) the research and development of products or processes.
 - A café (217m²) Use Class E b) Sale of food and drink
 - Associated access, car and cycle parking and refuse storage
- 4.4 The application has been amended with additional and revised information to address representations. This has included additional plans to demonstrate how the scale of the proposal compares with the previous approved apart-hotel / residential development and includes street sections, an updated Sustainability Statement, additional transport information, and revised Arboricultural Impact Assessment. Further consultations have been carried out as appropriate.

4.5 The application is accompanied by the following supporting reports and key plans which have been amended as indicated:

- Archaeological Desk-Based Assessment
- Design and Access Statement
- Noise Assessment
- Proposed location, site and floor plans (updated)
- Access illustration plan / detail (updated)
- Elevations, street scenes and site sections (updated)
- Phase 1 Preliminary Risk Assessment
- Transport Statement
- Sustainable Drainage Strategy (updated)
- Arboricultural Impact Assessment (updated)
- Preliminary Ecological Appraisal
- Biodiversity Metric Calculations
- Sustainability Statement (updated)

5.0 Relevant Site History

Reference	Description	Outcome
07/0005/FUL	Erection of a part 2 storey part 3 storey office and laboratory building, glasshouse, decked car park, plant and equipment, access road, landscaping and ancillary works.	Approved Dec 2006
07/0005/CONDA	Application for confirmation of compliance with conditions of planning permission 07/0005/FUL	Issued Sept 2020
21/01467/SCRE	The proposed development comprises the retention of the former NIAB Headquarters building (with consent for 68 dwellings), the demolition of all other buildings and structures, and the erection of buildings with basements for 290 Build to Rent units (Use Class C3) and a 201 bed Apart-Hotel (Sui Generis) with associated facilities	Screening opinion decided, and EIA screening not required April 2021
20/01501/PRI030	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3 (dwellinghouses) to create 68 dwellings	Prior Approval Given May 2020
20/03334/PRI030	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3 (dwellinghouses) to create 7 no 1bed dwellinghouses	Prior Approval given July 2020
20/03335/PRI030	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3	Prior approval given September 2020

	(dwellinghouses) to create 95 dwellinghouses	
21/03609/FUL	Retention of the former NIAB Headquarters building, the demolition of all other buildings and structures, and the erection of buildings with basements for 291 Build to Rent units (Use Class C3) including affordable housing and a 202 bed Apart-Hotel (Sui Generis) and associated facilities along with access, car and cycle parking, landscaping and infrastructure works.	Approved February 2024
25/01094/S73	S73 to vary condition 2 (approved drawings) of ref: 21/03609/FUL (Retention of the former NIAB Headquarters building, the demolition of all other buildings and structures, and the erection of buildings with basements for 291 Build to Rent units (Use Class C3) including affordable housing and a 202 bed Apart-Hotel (Sui Generis) and associated facilities along with access, car and cycle parking, landscaping and infrastructure works) relating to minor material amendments to the footprint, external appearance, basement car park and internal layout associated with the approved Apart-Hotel Buildings.	Current application
Key Darwin Green decisions (adjacent site)		
07/0003/OUT	Mixed-use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works	Approved December 2013
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site	Approved June 2014
14/1410/REM	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities	Approved December 2014

	pursuant to outline approval 07/0003/OUT	
15/1670/REM	Reserved matters for 114 residential units and local centre, including library, community rooms, health centre and retail units pursuant to outline consent 07/0003/OUT	Approved May 2016
16/0208/REM	Reserved matters application for first housing phase (known as BDW1) including 173 dwellings with associated internal roads, car parking, landscaping, amenity and public open space	Approved May 2016
19/1056/REM	Reserved Matters application for second housing phase (known as BDW2) including 328 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 18, 22, 25, 26, 27, 29, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT	Refused December 2020
21/03619/REM	Reserved matters application for fifth and sixth housing phases and Allotment 3 (collectively known as BDW5 and 6) including 411 dwellings and allotments with associated internal roads, car parking, landscaping, amenity and public open space. The reserved matters include access, appearance, landscaping, layout and scale related partial discharge of conditions 6, 8, 10, 14, 15, 17, 18, 22, 25, 26, 27, 28, 29, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT	Approved December 2021
21/04431/REM	Reserved Matters application for second housing phase (known as BDW2) including 323 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 26, 28, 35, 40, 49, 52, 58,	Approved July 2022

	63, 66 and 69 pursuant to outline approval 07/0003/OUT	
22/02528/OUT	Outline planning permission (all matters reserved except for means of access) for up to 1,000 residential dwellings, secondary school, primary school, community facilities, retail uses, open space and landscaped areas, associated engineering, demolition and infrastructure works	Allowed on appeal September 2024

6.0 Policy

6.1 National policy

National Planning Policy Framework December 2024
 National Planning Practice Guidance
 National Design Guide 2021
 Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
 Circular 11/95 (Conditions, Annex A)
 Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
 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
 Planning and Compulsory Purchase Act 2004
 Circular 11/95 (Conditions, Annex A)

6.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development
 Policy 2: Spatial strategy for the location of employment development
 Policy 3: Spatial strategy for the location of residential development
 Policy 5: Sustainable transport and infrastructure
 Policy 6: Hierarchy of centres and retail capacity
 Policy 8: Setting of the city
 Policy 9: Review of the Local Plan
 Policy 14: Areas of Major Change and Opportunity Areas
 Policy 27: Site specific development opportunities
 Policy 28: Sustainable design and construction, and water use
 Policy 29: Renewable and low carbon energy generation
 Policy 30: Energy-efficiency improvements in existing dwellings
 Policy 31: Integrated water management and the water cycle
 Policy 32: Flood risk
 Policy 33: Contaminated land

Policy 34: Light pollution control
 Policy 35: Human health and quality of life
 Policy 36: Air quality, odour and dust
 Policy 40: Development and expansion of business space
 Policy 41: Protection of business space
 Policy 42: Connecting new developments to digital infrastructure
 Policy 55: Responding to context
 Policy 56: Creating successful places
 Policy 57: Designing new buildings
 Policy 59: Designing landscape and the public realm
 Policy 60: Tall buildings and the skyline in Cambridge
 Policy 61: Conservation and enhancement of historic environment
 Policy 62: Local heritage assets
 Policy 65: Visual pollution
 Policy 69: Protection of sites of biodiversity and geodiversity importance
 Policy 70: Protection of priority species and habitats
 Policy 71: Trees
 Policy 80: Supporting sustainable access to development
 Policy 81: Mitigating the transport impact of development
 Policy 82: Parking management
 Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

6.3 **Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)**

6.4 **Supplementary Planning Documents**

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

6.5 **Other Guidance**

Howes Place Conservation Area Appraisal - February 2024
 The Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs. (Iceni, September 2024)

7.0 **Consultations**

Anglian Water – No objection

- 7.1 Advice given on assets owned by Anglian Water. Foul drainage flows will be the responsibility of Anglian Water and will be considered as part of the new Cambridge Water Recycling Centre to meet future demand. A foul

water drainage strategy will be required to take account of foul flows from laboratories. A condition requiring a phasing plan and on-site foul water drainage strategy and informatives for sewer connections is recommended.

- 7.2 The surface water strategy / flood risk assessment indicates that a surface water connection is proposed onto an Anglian Water network located in Lawrence Weaver Way, however this is a designated foul sewer so will not be permitted. Liaison with the Lead Local Flood Authority is required. A condition for a surface water management strategy is recommended.

Disability Panel Meeting of 30th January 2024

- 7.3 Advice given on internal arrangements for toilets, doors, receptions areas, acoustics and location of disabled car parking spaces.

Cadent Gas – No Objection

- 7.4 Recommend an informative on Cadent Gas assets and rights.

Conservation Officer – Objection

- 7.5 The new proposals may be sited further into their site with shorter frontages, they are significantly deeper blocks than the approved scheme and on moving through Howes Place Conservation Area, the perception of the gaps between them would not be clearly appreciated. Therefore, the overall massing would be considerable and would have a negative impact on the views out of the conservation area.
- 7.6 As the proposals are speculative, the plant on top of the proposed elevation would not be fixed and could be greater once the occupants have been agreed. This potential for additional height could also have a negative impact on the setting of the Howes Place Conservation Area.
- 7.7 It is considered that the proposal will not preserve or enhance the character or appearance of the conservation area, and the proposals will not meet the requirements of Local Plan policy 61.

County Archaeology – No objection

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

County Highways Development Management – No Objection

- 7.9 Previous concerns have been addressed. The effect of the proposed development upon the Public Highway should be mitigated if a condition for a traffic management plan is applied.

County Transport Team – No Objection

- 7.10 Mitigation required for a Travel Plan, Section 106 contributions of £180,408 towards additional bus services servicing the development and £15,000 towards the investigation and installation of waiting restrictions and / or controlled parking zones in the vicinity of the site.

Designing Out Crime Officer – No Objection

- 7.11 Recommendations and advice given on security of internal bicycle stores, external visitor bicycle parking facilities, external lighting, CCTV, alarms, landscaping, barrier control for staff and visitor access points, and access control, door standards, café details, counter terrorist security. Conditions recommended on these.

Ecology Officer – No objection

- 7.12 Content with Preliminary Ecological Appraisal to inform the outline application. Recommend conditions for follow-up bat dusk emergence / dawn re-entry surveys and mitigation strategy if required.
- 7.13 The application predates mandatory BNG, therefore 10% BNG is not a requirement. However, the applicant has established a BNG baseline for the site and based on outline assumptions of final landscape scheme it appears a significant onsite BNG is deliverable. It is suggested that this could be secured with an ecological enhancement condition.

Environmental Health – No Objection

- 7.14 Conditions recommended for Contaminated land (investigation, remediation and completion), material management, Demolition / Construction Environmental Plan, plant / equipment noise assessment and insulation scheme, noise assessment and mitigation for service yards, site-wide deliveries / collections, ventilation and exhaust systems, flue locations and heights, electric vehicle charge point provision, demolition / construction noise and vibration, and an informative on a dust management plan.

Fire Authority – No Objection

- 7.15 A condition is recommended for adequate provision for fire hydrants.

Landscape Officer – Objection

- 7.16 The proposed development has not provided any justification for its appearance, scale, mass, form, and external spaces and does not appear to consider the wider city context into which it has been placed, therefore is unacceptable in landscape terms.
- 7.17 All of the careful and considered work of the previous acceptable application with respect to detailed massing, setbacks, scale, views and other context driven interventions has been eliminated. There is concern over the impact of the development on the adjacent landscape and residential settings given the stark contrast in grain and scale. It is not clear if the open spaces provided are suitable as the application does not provide information on occupancy numbers/users etc of the site. It is not clear what the green spaces serve other than passage which is not an acceptable approach.
- 7.18 Given the fundamental issues raised above, the proposal does not comply with policies 55, 56, 57 and 60 of the Cambridge Local Plan 2018 and is not supported in landscape terms.

Lead Local Flood Authority – No Objection

- 7.19 Objection removed as the revised application documents demonstrate that surface water from the proposed development can be managed using permeable paving and tanked storage, with further attenuation in the open structure within the site. The discharge will be to the surface water sewer in Lawrence Weaver Road or pumped to the in Anglian Water surface water sewer Huntingdon Road.
- 7.20 Conditions are recommended for a detailed design of the surface water drainage, measures indicating how additional surface water run-off from the site will be avoided during the construction works, and on completion of the surface water drainage system a survey and report from an independent surveyor to demonstrate that it has been constructed in accordance with the approved details. Informatives are recommended on Ordinary watercourses consents, green roofs, pollution control and construction surface water maintenance.

Senior Sustainability Officer – No Objection

- 7.21 The applicant has provided an updated Sustainability Statement and BREEAM Pre-Assessment confirming that all 5 Wat01 credits will be met, along with the Wat04 credit and that space has been allocated within plant rooms to accommodate water reuse. This approach is welcomed. Conditions to secure the implementation of the Sustainability Statement and BREEAM process are recommended.

- 7.22 For water use associated with the proposals, it is recognised that there are extant permissions on this site, however in light of the levels of water scarcity facing the region, which has worsened since the granting of those extant permissions, and the Written Ministerial Statement of the 19 December 2023, it is recommended that further information be provided as part of future reserved matters applications, to enable officers to ensure that the water requirements of the development can be met sustainably, which may include consideration of the role of measures such as water credits, currently under development by Government. A condition is recommended.

Tree Officer – Objection

- 7.23 Do not support the loss of additional individual trees from G4. Request the alteration to the layout to allow retention of all pleached limes not previously approved to be removed / replaced.
- 7.24 Any reserved matters applications must include an updated Arboricultural Implications Assessment. Tree protection conditions are recommended.

Urban Design Team - Objection

- 7.25 The additional plans and further justification do not allay the fundamental concerns raised in original comments regarding the proposed overall amount, layout, scale and massing.
- 7.26 The applicant has not sought to engage in meaningful pre-application discussions, bypassing specialist officer and member input, and reviews by the Cambridgeshire Quality Panel. The overall proposed approach, in terms of use, amount, layout and scale is unacceptable in urban design terms.
- 7.27 The design process has been driven primarily by the objective of squeezing in large format R&D uses, into a previously approved scheme that had much smaller footprints, modulated volumes, articulated facades and roofscapes and a more domestic silhouette (21/03609/FUL).
- 7.28 The proposed large footprints and massing envelopes will form boxy, incongruous forms within the finer grained residential context, and will dominate and compete with the old NIAB headquarters building and loom over Howes Place, both of which are designated heritage assets (BLIs).
- 7.29 The bulky volumes generated by the large floorplates cannot be mitigated by detailed elevational design. Notwithstanding the proposed building alignment which pulls back from the eastern edge of the site, the proposed repetitive volumes will create boxy massing silhouettes that will create

unacceptable interface relationships with existing residential properties that surround the edges of the site. The approved Build to Rent (BTR) scheme achieved a convincing finer grain that created better edge transitions.

- 7.30 Given the fundamental issues raised above, the proposal does not comply with policies 55, 56, 57 and 60 of the Cambridge Local Plan 2018 and is not supported in urban design terms.

8.0 Third Party Representations

- 8.1 15 representations have been received.

- 8.2 Neutral comments have been received on the following issues:

- The principle of employment use is preferred.
- Proposal to replace consented buildings C, D and E, the northern part consented building F is welcomed as it reduces impact on amenity.
- Welcome removal of Apart-Hotel servicing access and possible fire vehicle access from Howes Place.
- Provision of pedestrian and cycle access to Chapter House from Lawrence Weaver Road and cycle parking is welcomed.
- Provision of a road access via Lawrence Weaver Road to the rear of Chapter House for residents and visitor parking is welcomed.
- Conditions should be applied to ensure removal of open cycle parking adjacent to Howes Place and reversion of the access point between Howes Place and Chapter House to its previous use as an emergency vehicle access point only.
- Private road status of Howes Place should be maintained.
- In the event of a recommendation of approval the applicant should engage with the Quality Panel for the design and materials palette for the elevations facing Howes Place, Falmouth Close and Plymouth Close.

- 8.3 Those in objection have raised the following issues:

- Proposed Block B adds 2.71m to the height facing Howes Place.
- Scale and massing of proposed Block C and D has increased significantly compared to consented buildings A and B.
- Upper floors of proposed blocks C and D will impact residential amenity.
- Concerned proposal is not designed to mitigate noise and air quality nuisance.
- Proposed under provision of car parking which will inevitably result in overflow car parking in surrounding neighbourhood.
- Water efficiency measures are non-compliant with Local Plan policy.

- Surface water management proposals should prevent ponding alongside and over Howes Place during rainfall events.
- The Arboricultural Impact Assessment has errors. Detailed comments have been provided and the document should be corrected.
- A Heritage Statement should be submitted for review so that the impact of the development on the Howes Place Conservation Area and Buildings of Local Interest can be fully assessed.
- A detailed Travel Plan should be submitted for review as the site is poorly connected to the public transport network and there is a significant under provision of car parking spaces.

8.4 Those in support have cited the following reasons:

- Offers a significant opportunity to create a local district for scientific collaboration and for NIA to work with other research organisations helping commercial enterprises to pursue their product development through open innovation.

9.0 Member Representations

9.1 None.

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

10.0 Planning Background

10.1 Full planning permission (07/0005/FUL) was granted in 2010 for the erection of a part 2 and part 3 storey office and laboratory building, glasshouse, decked car park, plant and equipment, access road, landscaping and ancillary works. Part of this permission was implemented through the construction of the site access road (Lawrence Weaver Road) and so is extant, meaning that the rest of the development could be carried out.

10.2 Prior Approval (20/03335/PRI03O) was given in 2020 for the change of use of the former NIAB headquarters building (Chapter House) from offices to create 95 apartments. This has been implemented and the building is in residential use.

10.3 Full planning permission (21/03609/FUL) was granted in February 2024 for the retention of Chapter House and development of the site for 291 Build to Rent units including affordable housing and a 202 bed Apart-Hotel and associated facilities and infrastructure works. This permission has not been implemented. A S73 application for minor material amendments to the footprint, external appearance, basement car parking and internal layout associated with the Apart Hotel Buildings was submitted in March 2025. The applicant did not engage in pre-application discussions.

11.0 Assessment

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

- Principle of development
- Design, layout and scale
- Heritage assets
- Trees
- Carbon reduction and sustainable design
- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Cycle and car parking provision
- Amenity
- Public Art
- Third party representations
- Planning obligations (s106)
- Other matters
- Planning balance
- Recommendation

12.0 Principle of Development

Allocation and Local Plan Policy

12.1 Policy 20 of the Cambridge Local Plan 2018 (CLP) identifies the land between Huntingdon Road and Histon Road as an Area of Major Change and allocates land for a new neighbourhood to include 1,696 dwellings (allocation ref. R43). Most of the allocation, including the policy requirements of education, retail, health centre, community and open space facilitates will be delivered by Phase 1 of Darwin Green development, which already has outline planning permission for 1,593 dwellings (planning ref. 07/0003/OUT) and subsequent reserved matters permissions (planning ref. 15/1670/REM, 16/0208/REM and C/5000/15/CC).

12.2 The northern half of the application site falls within the allocated area as identified by the allocation plan associated with CLP Policy 20). It should be noted that whilst the rear part of the site is allocated it did not form part of the subsequent Darwin Green outline planning permission and therefore is not restricted by the approved parameter plans for that development.

- 12.3 The site is included within the Cambridge City Council's Brownfield Land Register. The purpose of the Brownfield Land Register is for the local planning authority to identify previously developed land that is appropriate for residential development (as set out in the Town and Country Planning Brownfield Land Regulations 2017). The register notes that the site has already been given planning permission for development of Build to Rent units and Apart-Hotel. Paragraph 125(c) of the NPPF states that planning decisions should 'give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs'. Given the site is recognised as previously developed land, its re-development in principle is acceptable and should be given the appropriate weight in the decision-making process.
- 12.4 Facilitating innovation and supporting Cambridge's role as a world leader in higher education, research and knowledge-based industries is a strategic objective of the CLP. Policy 2 specifically supports this aim stating:
- "The strategy will be to support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities. Proposals that help reinforce the existing high technology and research cluster of Cambridge will be supported."*
- 12.5 The CLP supports the continued growth of the nationally significant Cambridge Cluster and identifies employment land at six key locations in Cambridge. These are: the area around Cambridge Station, West Cambridge, Cambridge Biomedical Campus (including Addenbrooke's), North West Cambridge (covered by the North West Cambridge Area Action Plan), Fulbourn Road and Cambridge Northern Fringe East. The application site is not identified within these locations.
- 12.6 Policy 40 of the CLP directly addresses the development and expansion of business space and allows for new offices, research and development and research facilities within the urban area outside of the City centre, Opportunity Areas, Areas of Major Change, and site allocations, subject to an assessment of their merits against the relevant policies of the development plan.
- 12.7 It is recognised that the spatial strategy for new housing developments under Policy 3 of the CLP also identifies the urban area as having an important role in terms of delivery, but, in the absence of an explicit policy requirement for the site to deliver residential development, or a mix of employment and residential uses, the principle of an employment led scheme on the site is acceptable in accordance with Policies 2 and 40. As such, despite the spatial strategy providing opportunities for housing and employment within the urban area, the absence of a residential component as part of the proposed development does not conflict with the

spatial strategy, and it cannot not be considered unacceptable in this regard.

- 12.8 It is recognised that there is a fallback position for the site with the approved residential permission (reference 21/03609/FUL), which expires in February 2027.
- 12.9 The proposal would result in the loss of two residential properties, nos. 14 and 15 Howes Place. The loss of residential properties is usually resisted unless they are to be replaced by new residential units (as with the previous residential permission (21/03609/FUL). The benefits of the additional employment generating use for this current application is considered to outweigh the loss of the two residential units in this case.

The need for new science and research floorspace

- 12.10 The Cambridge region remains a strategic location for life science and technology research sectors, both in national and international terms. The importance of life science and technology sectors to the UK economy has been highlighted in the Government's recently published green paper, 'Invest 2035: the UK's modern industrial strategy' (November 2024), where it is identified as one of eight high growth sectors that it seeks to specifically support over the next 10 years. The aims of the Government's industrial strategy are also embedded in the recently updated version of the NPPF under Section 6. Key paragraphs which are specifically relevant to planning policy and decision making should be noted:
- *Paragraph 86 part (c): pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics; and*
 - *Paragraph 87 part (a): clusters or networks of knowledge and data driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections).*

- 12.11 Policy 2 of the CLP remains consistent with the updated version of the NPPF.

Cambridge office and laboratory market evidence

- 12.12 Within the application documents there is some information to support the requirement of laboratory and office campus in this location, however no specific end user proposed. The Design and Access Statement states

“The proposed retention of high-quality employment uses at the site would respond to this national planning policy guidance and create / enable a small knowledge-based cluster alongside the relocated NIAB headquarters which is located just to the north west of Lawrence Weaver Road. It would also complement the uses being delivered elsewhere within the wider Darwin Green community.”

- 12.13 A representation has been received from NIAB in support of the application. This refers to the site proposals for the development of Agri-Tec and Crop Science Campus and how this is supported. The letter states the *“development offers a significant opportunity to create a local district for scientific collaboration and for NIAB to work with other research organisations helping commercial enterprises to pursue their product development through open innovation. A specific objective for NIAB is in helping industry fulfil its potential in supplying food and renewable resources.”* Reference is made to the support that NIAB already provide for start-ups and spin-outs including access to specific expertise, basic research facilities with laboratory space, field plots, and engineering workshops at its facility at Park Farm Histon. The letter states that *“NIAB can also provide ready access to glasshouses, a world-class genetics transformation platform, training, analytical services and extensive field trials facilities to those organisations who wish to work in collaboration with NIAB. This service will be of significant benefit to the intended future occupiers of this development.”*
- 12.14 The Council's (adopted) evidence for anticipated floorspace requirements is contained in Section 8 of 'The Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs' (Iceni, September 2024). It should be noted that longer term floorspace commitments that were originally identified in the Regulation 18 First Proposals (Preferred Options) Local Plan (2021) are not considered in the overall assessment of potential future supply.
- 12.15 The anticipated floorspace supply and demand (in aggregate terms) between 2020 and 2041 is as follows:
- Demand = 889,700 sqm
 - Supply (committed planning permissions) = 1,044,338 sqm
 - Completions (2020-2023) = 73,363 sqm
 - Total balance of floorspace (supply vs demand) = +228,001 sqm
- 12.16 The Council's evidence makes further assumptions on how the broad availability of floorspace (as indicated above) could be delivered over the same period. Table 8.3 in the evidence base illustrates the assumed availability (by floorspace type and period) as follows:

Type	Completed 2020-23	2023-24	2025-29	2030-41	2042+	+ First Proposals
Office	27,552*	7,869	100,717	68,576	-	NEC / Cambridge East
Dry lab / ICT	20,966	1,033	30,973	45,778	-	-
Dry lab ICT / science (West Cambridge)	-	-	96,667	56,667	56,667	-
Office / dry lab (dedicated to life science)	-	8,872	105,691	39,959	-	-
Wet labs general	15,600	3,840	111,409	15,635	-	Cambridge East / NEC / Babraham
Wet/dry lab genomics (Wellcome Genome Campus)	-	4,417	73,083	24,500	-	-
Wet labs clinical (Cambridge Biomedical Campus)	9,245	11,286	58,218	34,722	-	CBC
Mix / unknown type	-	-	72,448	15,313	-	-
Total	73,363	37,316	694,259	301,149	56,667	-

Source: GCSP, Icenis analysis

12.17 Based on its assessment of the relative demand and supply of the office and lab market, the following key conclusions are subsequently noted:

Life sciences:

- There has been a lack of available wet labs (across the size bands) through the 2020-23 period.
- Whilst there was a theoretical committed supply in planning terms, some of this has been long term and not readily deliverable.
- The need for scale-up space (particularly from 500 – 1,000 sqm and up to 2,500 sqm) has been particularly acute and less well provided for, with Cambridge's portfolio historically better placed for smaller start-ups and more mature businesses.
- Constraints have been due to a combination of viability and space being taken up by larger firms. It is estimated that up to 40% of space should be provided for this size category going forward and current proposals appear better suited to support this.
- The supply for wet lab space through 2025-2030 and beyond is now substantial. However, subject to the details of development proposals, there may remain a shortfall in scale-up space provision.

There is also likely to remain a shortfall in wet lab commitments later in the Plan period towards 2041 which can be met through the draft allocations in the emerging Local Plan.

ICT:

- The future supply of general office space appears relatively healthy looking ahead, however there are likely to be additional requirements later in the post 2030 Plan period, depending on the specific details of current supply and how it is configured to the market.
- High quality start-up and moreover scale-up space will remain in demand and need to continue to be provided for across the office market spectrum. How well current supply supports this segment will be subject to details of development proposals, however indications are that this sector will be better served.

- 12.18 The study concludes that there is good office supply within the region but in the longer-term post 2030 there may be a need for more general high-quality office. For dry labs there is a large supply, and a technical oversupply based on modelled need. For wet lab space, needs have a committed supply shortfall against modelled demand for the period to 2041. The report highlights that the supply indicated in the emerging Local Plan has the potential to fill the shortfall.
- 12.19 Officers acknowledge that there are (and will continue to be) significant challenges in achieving a balance between the needs of the life science (including Agri-tec) and ICT sectors and the relative availability of sites that can be delivered across the Cambridge region. Therefore, adopting a flexible approach to decision making (on a case-by-case) basis will be necessary so that a resilient and flexible supply pipeline can be provided throughout the different economic cycles.
- 12.20 In the instance of this planning application, it is considered that the proposals would assist in meeting some of the anticipated (and growing) needs that are currently being identified, and especially for the following reasons:
- Demand for high quality office space is likely to outstrip short-term supply in the City;
 - Lab space availability is currently underprovided in the City;
 - Start-up and scale-up space remains acutely underprovided across the Cambridge region.
- 12.21 As the proposal is speculative with no specific end user, the buildings have been designed for generic lab/office use with very large open floor spaces. The description of development states that it is a 'laboratory/office campus'.

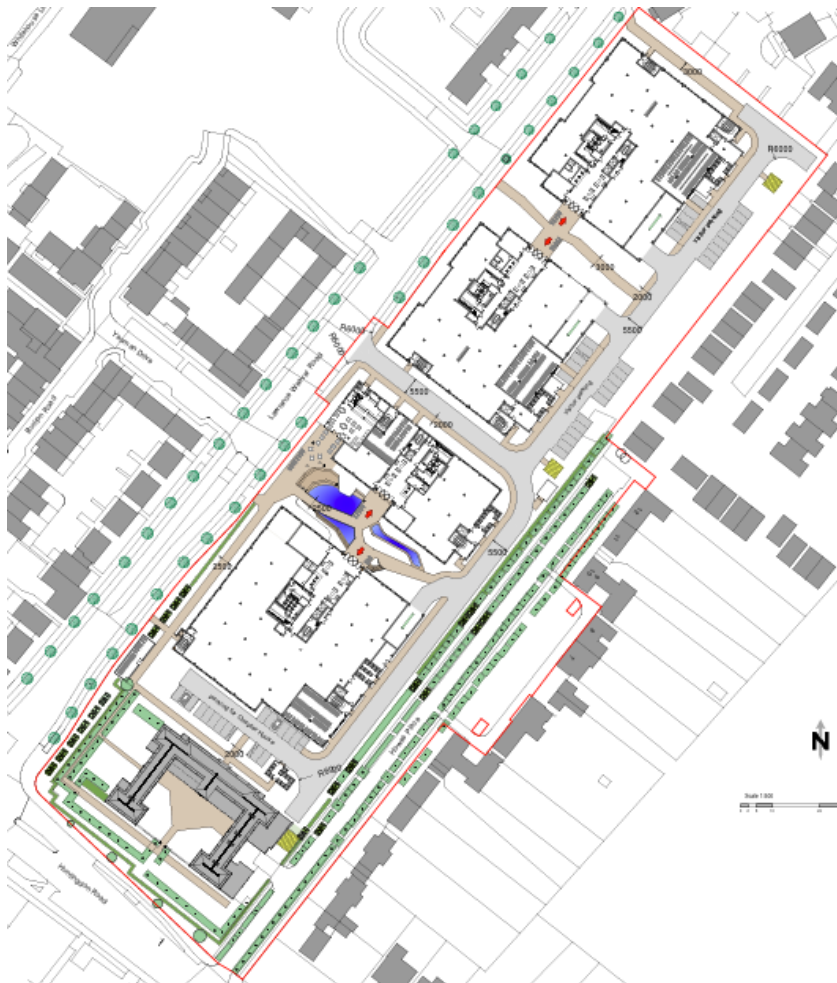
- 12.22 It is recognised through the findings of the Greater Cambridge Growth Sectors Study (GCGSS) that there is a need for scale-up space (particularly from 500 – 1,000m² and up to 2,500m²) and that constraints on this provision have been due to a combination of viability and space being taken up by larger firms. This proposal could provide for some of this type of space, through subdivision of the large floor space proposed (31,757m²).
- 12.23 It is recognised that NIAB have expressed support for the proposal and that there is a need for Agri-tech businesses for the research of genomic and plant technology, and that the site may benefit from being near the NIAB headquarters (off Laurence Weaver Road). However, a need assessment has not been submitted with the application to demonstrate the requirement for this specific location, and no commitment from NIAB to take up these floorspaces is provided.
- 12.24 The GCGSS also finds that location is a key focus for life sciences companies with clustering and a shift towards urbanised life science hubs. It sets out that *“Prioritising ‘place based’ business destinations for life science and ICT that offer: high quality modern work spaces; preferably form part of a larger cluster / community to enable knowledge exchange; are in attractive settings; offer a range of amenities including food and beverage; and are well served by public transport as well as car. Urban and edge of urban locations are advantaged in their connectivity to workforce and amenities.*
- 12.25 The proposals meet this requirement as an urban location, located close to residential areas (Darwin Green development to the north and west and Eddington to the south). Furthermore, the site is served by public transport and these services can be improved (as discussed in section 20 of the report). On the basis of this evaluation, officers consider the provision of speculative laboratory / office use in this location to be attributed moderate weight.
- 13.0 Design, Layout and Scale**
- 13.1 Policies 55, 56, 57, and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 13.2 The concerns raised by the Council’s Urban Design, Landscape and Heritage officers in their consultation responses are duly noted and considered in detail within this section.

Appearance

- 13.3 The outline proposal seeks to preserve the consideration of detailed appearance and landscaping for approval following the issue of any planning permission.

Site Layout

- 13.4 The proposed scheme seeks to optimise the use of the linear site for office/R&D use. Accordingly, the floorspace would be spread across four buildings, A, B, C and D in a north-east direction away from Huntingdon Road.



- 13.5 The majority of the scheme's car and cycle parking would be located within the ground and basement floors of the respective buildings which would leave spaces between Buildings A and B, and C and D. A single vehicular access point to the middle of the site would be from Lawrence Weaver Road, and the buildings would be privately serviced from within the site.
- 13.6 The entrances to Buildings A and B, and C and D respectively are proposed to face towards each other, offset slightly with space between for pedestrian movement and landscaping. The design intent for these interstitial spaces is to provide an environment which could foster

collaboration, idea and knowledge sharing. Whether this could be successfully achieved would need to be determined through a reserved matters application.

- 13.7 A small café is proposed on the ground floor of Building B which is likely intended to service the needs of the proposed development. The location of the café is proposed to be on the western side of the building, with a single entrance fronting towards Huntingdon Road. This positioning could make it awkward for pedestrian customers from Buildings C and D to access, but not prohibitively so. An improved situation may have been achievable through detailed discussions with Council's officers however it is not sufficiently poor as to be unsupportable.

- 13.8 Overall, the general site layout is considered to be acceptable.

Scale and Massing

- 13.9 The site does not sit within the approved outline area for Darwin Green which means there is no requirement for the scheme to accord with the Darwin Green approved parameter plans or Design Code. There is a requirement, however, for the scheme to demonstrate that it fits in with the context of the surroundings as set out in CLP Policies 55 and 56.
- 13.10 No Townscape and Visual Impact Assessment has been conducted as for the previous application which assessed the visual impact of the proposals from key approaches to the site and primary receptors. Notwithstanding, the applicant has sought to design a scheme which would sit broadly within the approved 'envelopes' of the previous apart-hotel and Build to Rent permission (ref: 21/03609/FUL) and this fallback position is noted.
- 13.11 The assessment of the previous consented scheme considered that the *“proposed height variations to the Build to Rent apartments would respond to its context and has used appropriate characteristics to help inform the massing and scale of the development.”*
- 13.12 Generally, the proposed massing and architecture is un-inspiring and little consideration has been given to how these buildings will successfully integrate with the surrounding local context which is now broadly residential in character. The proposal has moved away from the articulated roof profile and variation in façade depth and treatments of the previous scheme, as such the massing is boxy and unrefined. The large floorplates, typical of R&D proposals, and building entrances which face into the middle of the site mean the scheme proposes long consistent frontages which have the potential to create a series of impenetrable, monolithic blocks. As such, if approved, the final appearance and landscaping interventions would need to be carefully designed, to create

visual interest, articulation to the buildings, to establish a human scale whilst breaking up the massing.

13.13 It is also worth noting that Lawrence Weaver Road has a noticeable decline from Huntingdon Road down to where the built development for Darwin Green currently stops. The change in levels will therefore help to reduce the overall prominence of these buildings from wider viewpoints. Condition 14 is therefore recommended requiring information on levels.

13.14 Despite third party concerns about how the scheme fits in with the character of the area, officers note the fallback position of the previous approval and consider that the scale and massing would not create an unduly harmful impact on the context of the local area and is generally in accordance with CLP Policy 55.

Building A

13.15 As proposed, Building A would be three storeys high plus a basement for car parking. As the floor to ceiling heights for R&D developments exceeds typical residential floor to ceiling heights, the overall height of the building would be comparable to the approved apart-hotel. The entrance to the building would be located on the north elevation, facing Building B's entrance. It is officers' view that re-locating the entrance on the west side of the building could activate the frontage along Lawrence Weaver Road, though the rationale for focusing the entrances of Building's A and B towards each is intended to foster a collaborative working environment.

13.16 Building A would be broadly square to accommodate the large floorplates, giving a uniform block in terms of height and massing. The rooftop would include a plant enclosure, lift overrun and flues which would be set in from the parapet but may still be visible from longer views as these would sit higher than the ridge height on Chapter House. Officers are mindful of the comments received from the Environmental Health Officer regarding flue outlets needing to be a minimum of 3m or 125% above the highest point of the building.

13.17 In comparison to the previously consented scheme, Building A has been set further into the site away from Chapter House, which is a Building of Local Interest, achieving a separation distance of 23.42m at it's narrowest. The approved apart-hotel secured a separation of just 6.95m at the narrowest point, accordingly officers consider the greater separation between Chapter House and Building A is considered to be an improvement.

13.18 While the previously consented apart-hotel achieved a greater variation in depth and façade treatments, the footprint and massing of the block is

largely similar as the apart-hotel comprised four long elevations surrounding a courtyard. The east elevation as approved measured 68.25m wide fronting Howes Place. The current Building A east elevation measures 52.73m wide, which would be a reduction of 15.5m.

- 13.19 The separation distance of the east elevation to the front elevations of the residential properties along Howes Place would also be slightly improved with a proposed distances between 30.02 and 42.48m, in comparison to 26m and 41.12m as approved.

Building B

- 13.20 As proposed, Building B would be the smallest and most slender of the buildings proposed. It would be part 3, part 4 storeys tall, with the top floor proposed to be glazed and set in from the parapets which may reduce the perceived bulk of the building whilst maximising usable floorspace and assist in screening the plant room and flues.
- 13.21 The entrance is proposed on the south elevation of the building. As referenced in para. 13.7, there is a small café proposed on the ground floor of Building B to serve the campus.

Buildings C and D

- 13.22 Buildings C and D share similar dimensions to each other, with the proposed layouts mirrored. The buildings would rise to 3 storeys, with a fourth glazed floor set in from the parapet. As with Building B, the fourth floor would partly screen the plant room, lift overruns and flues and while these would not be visible from the streetscene, they may be visible from longer views around the site.
- 13.23 The siting of Building C and D would be a considerable improvement to the residents of Plymouth and Falmouth Close, as the east elevations have been pulled back into the site achieving a separation distance of over 45m, in comparison to 28m achieved as part of the previous consent.
- 13.24 Building D's North Elevation has adopted a similar approach to scale and massing as the previously consented scheme and has kept to the approved building line to preserve the relationship between the four storey residential flats on the edge of Darwin Green 1. It could be considered given the proposed change of use, that the removal of the inset and overhanging balconies on the north elevation is an improvement.

Conclusions on Design, Layout and Scale

- 13.25 Officers' acknowledge that the scheme design would fit broadly within the approved 'envelopes' of the 2021 extant permission. Opportunities to

improve the scheme could, however, have been taken, to introduce greater variation in height and massing to achieve better integration with the surrounding context. It is unusual, given the size and complexity of the application proposals, for there to have been no pre-application dialogue prior to submission of the current scheme.

13.26 Given that there is no identified end user, further design refinement will be likely at the reserved matters stage. Agreement of a series of parameter plans on key structuring and placemaking components would have been helpful in ensuring the delivery of a well-integrated scheme at the detailed design stage. This is recognised good practice in national government design guidance.

13.27 The overall height, scale and massing is, however, not considered sufficiently poor to warrant a recommendation for refusal on design grounds alone. As appearance is reserved for later approval, there is still an opportunity for the applicant to create an interesting façade treatment which could break down the boxy massing.

13.28 Notwithstanding the concerns regarding scale and massing raised by the Council's Urban Design, Landscape and Conservation Officers, the proposals have been designed to meet policy requirements with respect to inclusive access, car and cycle parking, sustainability, integrating renewable energy systems to the rooftop and generally accords with CLP Policy 57.

13.29 For the reasons set out above and the previous planning approvals being a material consideration, on balance, the scale and massing of the proposed development would be sympathetic to the local character, the development at Darwin Green and nearby heritage assets in accordance with CLP Policies 55 and 56.

13.30 Overall, the proposed development would have a neutral impact on its surroundings. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

Inclusive Access

13.31 Each building has been designed inclusively, including wheelchair accessible shower rooms and toilets, powered entrance doors, lifts, evacuation chairs.

13.32 The Disability Consultative Panel reviewed the scheme and provided feedback on a number of technical design improvements, which have been updated in the amendment drawings.

13.33 The proposal would generally accord with CLP Policy 56 with respect to inclusive access.

Impact on Residential Amenity

- 13.34 This application is not supported by a Sunlight and Daylight Assessment to confirm the retained level of sunlight and daylight amenity for the surrounding residential properties. However, the approved fallback position of the previous consent is material to this application, and it did consider this matter in detail and was considered to be acceptable.

Plymouth Close and Falmouth Avenue

- 13.35 The current proposal Building D would be sited closest to the residential properties along Falmouth and Plymouth Road. As the current proposal no longer has three storey mews properties along the eastern boundary, there is an improved relationship between the rear gardens of Plymouth Road, and proposed Building D. Over 27.5m separation distance would be retained, and so officers do not consider there to be any unduly harmful impact with respect to overbearing and overlooking, above what has been previously approved. An acceptable level of sunlight and daylight would be achieved to these properties, and their amenity space.

Falmouth Road and Lawrence Weaver Road

- 13.36 The northern boundary of the site abuts back gardens of three storey houses and four-storey apartment building along the Lawrence Weaver Road. The houses are 8m from the site boundary and a residents' car park sits directly adjacent to the site, behind a brick wall. Along this boundary a new pedestrian thoroughfare is proposed connecting the rear of Building D with Lawrence Weaver Road.
- 13.37 The gable end of the Apartment Building A (in Darwin Green 1) is positioned approximately 12m from the edge of Building D (this proposal). The existing apartment building has south faced gable end with projecting balconies. The apartment building is angle with these balconies facing into Lawrence Weaver Road. As such, there would be no significant overlooking or overbearing impacts.
- 13.38 In terms of sunlight and daylight impact to Apartment Building A (DG1), the proposed siting of Building D has been brought further into the site and so should not have any significant impact over and above what has been previously approved.

Howes Place

- 13.39 The existing houses on Howes Place are two-storeys tall and arranged in a line of short terraces. The terraces sit behind a line of mature pleached lime trees and indent around a lawned green space.

- 13.40 The proposed Buildings A and B closest to this edge have been brought in, away from the eastern boundary of the site from what was approved under the previous consent. They will sit behind the lines of pleached trees which also provide a soft landscaping edge. This allows for a separation distance of 30m to the closest properties and 42m from the furthest residential properties on Howes Place. Officers consider there would not be any unduly harmful impact with respect to overlooking and overbearing impacts. There is unlikely to be any unacceptable impacts to loss of light to amenity space.
- 13.41 To conclude, the proposed development is unlikely to result in an unacceptable impact to the surrounding residential properties above that which has been previously considered acceptable. The siting of the buildings are generally further away from the approved building lines and the height of the buildings would not exceed the previously approved position.
- 13.42 For the reasons above, the proposal is not considered to cause any significant or adverse impacts from overlooking, overshadowing or loss of light and consequently would accord with CLP Policy 55 which seeks to ensure development integrates with the immediate locality and similarly accord with paragraph 135 of the NPPF which seeks to create places which are safe and have a high standard of amenity for existing and future users.

14.0 Heritage Assets

- 14.1 The application site lies adjacent to the Howes Place Conservation Area. The application site is not within the setting of any listed buildings.
- 14.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 14.3 Paragraph 212 of the NPPF sets out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 14.4 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets

and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

- 14.5 Policy 55 of the Cambridge Local Plan (2018) states that development should respond positively to features of historical and local importance using appropriate local characteristics to help inform the massing and scale of new development, along with responding to their setting in terms of scale and height.
- 14.6 The Howes Place Conservation Area was designated in February 2024. Whilst acknowledging that the surrounding developments within the locality, the area encompassing the former NIAB Headquarters building and Howes Place is considered to be of 'special' interest and was consequently designated as a Conservation Area. The special character of Conservation Areas means that the control of development is stricter than in other areas. Therefore: *New buildings and the spaces around them must preserve or improve the character of the area. The siting, scale, height, form, details and building materials will all need to be carefully chosen.*
- 14.7 The former NIAB Headquarters (HQ) building, and Nos.1 to 15 Howes Place are 'locally listed' non-designated heritage assets (as set out in Appendix G of the CLP). The group's significance arises from the established use of the site by NIAB (a plant science research organisation), the design and subsequent construction by the architect P.R. Morley Holder and their landscaped setting of pleached lime trees which are protected by a tree preservation order.
- 14.8 The NIAB HQ was built in the 1920s and located to the front of the site facing Huntingdon Road. It is laid out in an 'E' shape with intervening landscaped areas. The building is constructed of white brick under a mansard plain tiled roof of two and a half storey with a three-storey entrance. The later extensions (during the 1960s) to the NIAB HQ are of much poorer design and construction. The extensions are considered to have little heritage value.
- 14.9 As proposed, the removal of the poor-quality mid-century extensions from the rear of the 1920s NIAB HQ could represent an enhancement to the group, creating new views of what has been a hidden elevation of the building. This enhancement weighs in favour of the proposal.
- 14.10 Nos.1 to 15 Howes Place are two storey semi-detached residential properties built at the same time as the main NIAB HQ building. Local representations indicate they were constructed for officers' families after World War 1. Their finish matches the main building. Unlike the other cottages which align Howes Place, Nos.14 and 15 are located to rear of the HQ building. These two properties are not included within the

Conservation Area. Whilst they are clearly part of the group being of a related design and similar construction they are isolated in their location and do not contribute to the group with neither having a visual relationship to the NIAB HQ or to the row of houses facing onto Howes Place. The demolition of Nos.14 and 15 Howes Place would result in some moderate harm through the loss of the two units from the group.

- 14.11 At the time when the consented residential scheme was considered (application reference 21/03609/FUL) Howes Place was not designated as a Conservation Area. An assessment was carried out however in terms of the impact of that scheme against the character of the area and the locally listed buildings non-designated heritage assets. It was considered that the separation between the proposed Apart-hotel block and residential blocks and the cottages along Howes Place together with the opening up of the 1920s NIAB HQ building, the siting, scale and massing of these would respond positively to the features of historical importance, retaining their grouped significance, enhancing the overall setting in accordance with CLP Policy 61.
- 14.12 Whilst there would be the loss of two non-designated heritage assets (No.14-15 Howes Place), they are not within the Conservation Area and on balance their loss would not be significant given their visual detachment from the group and the subsequent re-development of the site which would see the removal of the 1960s extensions and an enhancement to the setting of the main 1920s building.
- 14.13 Within the current application Design and Access Statement it sets out that the proposed commercial buildings, in particular Buildings A and B would have reduced lengths facing Howes Place (53m and 30m respectively) compared to the consented buildings the Apart-hotel and Block F, located in similar positions (68m and 61m respectively). The proposed buildings would also be set back further away from the site boundary along Howes Place. It concludes therefore that proposals would provide a high-quality development and would comply with CLP policies 61 and 62.
- 14.14 The Conservation Officer has advised that despite the buildings being sited further back within the site than the consented scheme, with shorter frontages, they are significantly deeper buildings than the approved scheme. In moving through Howes Place Conservation Area, the perception of gaps between the buildings would not be clearly appreciated. The overall massing would be considerable and would have a negative impact on the views out of the Conservation Area.
- 14.15 The layout and scale of the development form part of the outline application with the 'appearance' reserved. The scale of the proposed buildings with very deep footprints and lack of variation in heights or articulation to frontages would be more incongruous forms than that of the

approved residential scheme. It is recognised that there would be some harm to the heritage assets, and this is considered to be 'less than substantial' harm. The NPPF at paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal.

14.16 The public benefits of the proposal are considered in detail at Section 27.0 of this report. These include the social, economic and environmental benefits of the development. There would be moderate economic benefits from the development and these benefits are considered to outweigh the identified less than substantial harm to the Conservation Area.

14.17 It is considered that the proposal, would by virtue of its scale and massing affect the character and appearance of the Conservation Area and would cause less than substantial harm to the non-designated and designated heritage assets. The public benefits of the proposal would outweigh this identified harm. The proposal is therefore in accordance with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60 and 61.

14.18 **Landscape**

14.19 Landscape is a reserved matter so not to be considered in detail at this stage. The site layout plan demonstrates that landscape can be achieved between the proposed buildings and around the site.

14.20 Overall, the proposed development would have a neutral impact on its surroundings. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

15.0 **Trees**

15.1 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Paragraph 136 of the NPPF seeks for existing trees to be retained wherever possible.

15.2 The application is accompanied by an Arboricultural Impact Assessment which has been updated to correct errors in the original assessment.

15.3 The existing site has a grouped Tree Preservation Order covering the pleached lime trees which align Howes Place and Huntingdon Road. There is also an individual Tree Preservation Order for a Maple and Apple tree.

15.4 Under the approved residential permission (reference 21/03609/FUL) it was accepted that there would be the loss of 5 trees within group G. For

the current planning application only two trees are identified within the Arboricultural Impact Assessment to be lost. This includes trees G3.2 which is categorised as a category U and is diseased, and G4.39 which is a pleached lime tree located to the north west corner of group 4. The applicant has advised that this tree is most likely to be retained as the footpath which was understood by the Arboricultural Consultant to be a new path, was to be laid near the tree. As this footpath already exists in this location the tree will not need to be removed. Condition 32 is recommended to ensure its retention.

15.5 The concern raised by the Council's Tree Officer is therefore addressed.

15.6 Subject to recommended tree protection conditions 33, 34, 35 and 36, the proposal would accord with policies 59 and 71 of the Local Plan.

16.0 Carbon Reduction and Sustainable Design

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

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

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

16.4 The application is supported by a Sustainability Statement and BREEAM Pre-Assessment which has been updated to confirm that all 5 Wat01 credits will be met and the Wat04 credit. Space has been allocated with plant rooms to accommodate water reuse. Renewable energy will be provided by roof top air source heat pumps, and photovoltaic panels on green roofs. The Sustainability Officer is satisfied with this approach. Conditions 21, 22, 23 and 24 are recommended to ensure that the implementation of the Sustainability Statement and BREEAM process is undertaken.

16.5 Whilst there are extant permissions for the site, in light of the levels of water scarcity facing the region, which has worsened since the granting of those permissions, and the Written Ministerial Statement of the 19 December 2023, it is recommended that further information be provided as part of future reserved matters applications, to enable officers to ensure

that the water requirements of the development can be met sustainably, which may include consideration of the role of measures such as water credits, currently under development by Government. Condition 25 is recommended to secure details of water demand, demand reduction associated with mitigation measures and infrastructure required (e.g. plant room space for grey water or rainwater harvesting tanks and any treatment requirements).

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

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

17.0 Biodiversity

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

17.2 Paragraph 193 of the NPPF states that planning decisions should minimise impacts on and provide gains for biodiversity. The application includes a Preliminary Ecological Appraisal and Biodiversity Metric 4.0 calculations.

17.3 In summary, this information suggests that significant impacts on a nearby Site of Special Scientific Interest (SSSI) would be unlikely, and that the application site's relatively low ecological value would be significantly improved by the proposed development. New green roofs, wetland drainage features, amenity grassland and tree planting would ensure a biodiversity net gain of 92% in relation to habitats. In terms of hedgerows, retained and newly created hedgerows would ensure a biodiversity net gain of 42%. As the application is an outline with landscape details reserved these calculations are based on assumptions and methods similar to the previous full application (reference 21/03609/FUL).

17.4 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends conditions to ensure the protection of species and the estimated biodiversity net gain is delivered.

- 17.5 In consultation with the Council's Ecology Officer, subject to recommended conditions 27 and 28, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

18.0 Water Management and Flood Risk

- 18.1 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paragraphs 170 – 182 of the NPPF are relevant.
- 18.2 The site is in an area of very low surface water and fluvial flooding. As submitted the application includes a Sustainable Drainage Strategy. This concludes that there is no significant risk of flooding to the site from fluvial, tidal, groundwater, water infrastructure or sewer sources and that the low risk of surface water flooding from the site could be suitably managed.
- 18.3 Anglian Water raised concern that the strategy indicated that a surface water connection would connect to a designated foul sewer located in Laurence Weaver Way which would not be permitted.
- 18.4 Following initial objections from the Lead Local Flood Authority a revised Surface Drainage Strategy was submitted to demonstrate that surface water from the proposed development can be managed using permeable paving and tanked storage, with further attenuation in the open areas with the site.
- 18.5 Anglian Water has advised that the foul drainage flows will be the responsibility of Anglian Water and will be considered as part of the new Cambridge Water Recycling Centre to meet future demand. Condition 18 requiring a phasing plan and on-site foul water drainage strategy is recommended to secure this detail.
- 18.6 Officers note third party concerns about surface water run-off along Howes Place and the request that measures to prevent ponding alongside and over Howes Place during rainfall are taken account of. The information within the application demonstrates that surface water from the site can be dealt with appropriately and should not have any resulting impact on neighbouring properties. This information has been considered by the Lead Local Flood and Water Authority. Conditions 15, 16 and 17 are recommended to ensure that the Surface Water Strategy is completed in accordance with the details.

- 18.7 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

19.0 Archaeology

- 19.1 The submitted Archaeological Desk-Based Assessment concludes that there is a low potential for archaeological remains to be present within the site. However, on the other hand the county Council's Senior Archaeologist's consultation response suggests that there is high archaeological potential associated with Roman burials leading west from the Roman town of Cambridge as well as medieval activity in the deserted settlement of Howes.
- 19.2 Taking into account the Senior Archaeologist's comments, it is considered that a suitable programme of archaeological investigation (including historic building recording) can be secured by planning condition. Subject to recommended condition 4 it is concluded that the proposal complies with CLP Policy 61.

20.0 Highway Safety and Transport Impacts

- 20.1 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 20.2 Paragraph 116 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, following mitigation, would be severe, taking into account all future scenarios.
- 20.3 The application is supported by a Transport Statement, which has been updated to take account of initial concerns raised by the Highway Authority. The Transport Statement, titled the 'Alternative Transport Statement' states that it was prepared in the context of the Site currently having permission for a mix of B1(a) and B1(b) uses totalling 15,122sqm (the extant planning permission reference 07/0005/FUL). It also takes account of the Transport Statement and subsequent Addendum considered for the approved residential development (21/03609/FUL).
- 20.4 Access to the site would be from Laurence Weaver Road. An existing access from Howes Place would remain to allow access to Chapter House to serve residents and deliveries to this building. This is an existing situation and will remain unaltered. The two accesses proposed under the approved residential permission (21/03609/FUL) are not proposed for this scheme so there will be less traffic and movements along Howes Place.

- 20.5 For consistency the Highway Authority have reviewed the net vehicle trip generation for the proposed development against the vehicle trip generation for the 2024 residential permission (21/03609/FUL).
- 20.6 In summary, when compared to the residential permission, the proposed development will generate a net trip generation (total vehicle, pedestrian, cycle and bus trips) of +262 inbound (+105 two-way) trips in the AM peak and -181 inbound and +124 outbound (-57 two-way) trips in the PM peak. This is a total of 9% uplift in trips in the peaks from the 2024 residential permission.
- 20.7 The Highway Authority are satisfied that sufficient details have been provided to make a sound assessment on the transport impacts of the proposed development. The development proposals will generate an increase in vehicle trips during the peak periods from the permitted residential scheme. The proposed development will also generate an increase in vehicle trips from the existing on the ground situation whereby neither commercial nor residential of the permissions is currently in operation.
- 20.8 The Highway Authority consider that given the proposals are for commercial use, staff at the development site will arrive at the site from far more wide-ranging locations than the existing residential permission. A Section 106 contribution towards bus service enhancements servicing the development would therefore be appropriate and is sought to enhance and facilitate sustainable travel alternatives for staff to in turn further reduce the car mode share for the proposals and car parking demand.
- 20.9 The nearest bus stops are situated on Huntington Road within suitable walking distance from the site. The bus stops serve the Stagecoach No.5 and No.6 services which both operate every 30 minutes Monday to Saturday providing 4 buses per hour to and from the city centre. These services do not provide a direct connection to either of the railway stations in Cambridge. It is noted that the Universal bus service which can be accessed from Eddington (an approximate 10-minute walk from the application site) operates to destinations including Cambridge central station and the Biomedical Campus.
- 20.10 The following mitigation measures are considered to be essential to mitigate the transport impacts of the development:
- A condition for a Travel Plan inclusive of incentives such as bus vouchers and cycle to work scheme for staff to promote sustainable travel.
 - Section 106 contribution of £180,408 towards additional bus services servicing the development.

- Section 106 contribution of £15,000 towards the investigation and installation of waiting restrictions and / or controlled parking zones in the vicinity of the site.
- 20.11 Third party representations have requested that conditions should be applied to ensure remove of open cycle parking adjacent to Howes Place and reversion of the access point between Howes Place and Chapter House to its previous use as an emergency vehicle access point only. This part of the scheme (associated with the prior approval works under 20/01501/PRI030) is already established and no changes are proposed for this area of the site. The reconfigured car parking in association with Chapter House is considered with the car parking section of this report.
- 20.12 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and S106 mitigation.
- 20.13 Condition 29 for a Traffic Management Plan is recommended to ensure that details of movements and control of muck away lorries, contractor parking to prevent on street car parking, control of deliveries and control of dust, mud and debris on the operation of the adopted public highway, and on Howes Place, are addressed.
- 20.14 Subject to condition 29 and the Section 106 mitigation, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

21.0 Cycle links and cycle parking

- 21.1 Cycle links
- 21.2 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport.
- 21.3 Cycle access will be taken principally from Lawrence Weaver Road. At the northern end of the development there will be a linkage for cyclists between the cycle lanes on Lawrence Weaver Road and the proposed spine road through the site linking to the proposed cycle parking within each building. This connection will be convenient to access the new cycle routes through Darwin Green via Windsor Road and the Pavilion route.
- 21.4 Cycle Parking
- 21.5 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L.

- 21.6 For non-residential development (offices) the minimum standard is 2 spaces for every 5 members of staff or 1 per 30 sqm Gross Floor Area (whichever is greater). There are no specific standards for laboratory uses but this use falls within Use Class E, alongside offices. The proposed floorspace of 31,757 sqm equates to 1,059 cycle spaces. Based on 1565 staff (as assumed an employee density of 1 staff per 20sqm) this equates to 626 spaces.
- 21.7 The proposals comprise the provision of 972 cycle spaces inclusive of 920 spaces for staff and 52 spaces for visitors. The current provision is below the 1 space per 30sqm GFA cycle parking standard for office use set out within the Cambridge Local Plan (2018). Given the lower staff rates assumed with lab space this provision is considered acceptable. There would be sufficient space on the site to accommodate future demand in consideration of Travel Plan targets.
- 21.8 The cycle parking spaces are proposed within the four buildings and in the public realm. These include a combination of Sheffield stands and double stacker parking. Access to cycle parking for each building cycle parking is off the core spine road for ease of access. The proposed floor plans for proposed Blocks B, C and D, however, do not show an internal access from the cycle store to the office / laboratory accommodation. This would mean that staff arriving by cycle would have to park their cycle and then walk a fair distance around the outside of the building to the main entrances. To encourage cycling access should be made as convenient as possible to the user. Condition 31 is recommended to ensure that an internal access from the cycle parking areas is secured.
- 21.9 The external visitor cycle parking spaces will need to be covered, with a green roof. Condition 30 is recommended to secure this detail.
- 21.10 Cycle parking provision for Chapter House is included in the proposals. There are existing cycle stands to the east of Chapter House accessed from the existing access off Howes Place. Currently residents of Chapter House can also park cycles within part of the vacant office buildings to the rear. A new cycle store is proposed at the west end of the parking area for Chapter House. This would provide secure covered cycle parking accessible from the pathways from Chapter House. It is unfortunate that this is not located nearer to the rear of Chapter House for more convenient access to residents. It also sits within an area that for the previous approved residential scheme, was landscape. With details of appearance to be agreed through reserved matters and a green roof (to be secured by recommended Condition 30) the proposal is considered on balance, acceptable.

Car Parking provision

- 21.11 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L.
- 21.12 Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls.
- 21.13 The proposals comprise provision for 258 car parking spaces (parking ratio of 1 space per 138sqm), inclusive of 20 disabled spaces and 2 car club spaces. 227 spaces will be for staff parking whilst 31 spaces will be for visitor parking. The staff car parking is within basements of each building. The site is anticipated to have an employee density of 1 staff per 20sqm. The County Transport Assessment Team have advised that this is comparable to other developments of this nature within the County. As such, the development is anticipated to accommodate c1,565 staff members.
- 21.14 In addition to the 258 car parking spaces proposed for the office/lab development, 17 car parking spaces for residents of Chapter House are proposed within the new layout. Under the prior approval consent (20/01501/PRI030) 34 car parking spaces were provided. This reduction of 17 spaces for those residents is due to the low uptake or need for the spaces.
- 21.15 Outside of the controlled parking zone for office and general industry the standards are 1 space per 100sqm Gross Floor Area plus disabled car parking. For 31,757 sqm this equates to 317 car parking spaces. These are maximum levels.
- 21.16 The Highway Authority have accepted the proposed level of car parking on site, with mitigation measures in place to increase the journeys to the site by active travel means rather than private car. A Travel Plan can be secured ensure that people travelling to the site are encouraged to travel by sustainable means. Condition 38 is therefore recommended.
- 21.17 Due to the limited car parking spaces on site that there could be pressure on street parking in the surrounding area. In order to prevent this, alongside the measures in the Travel Plan, additional mitigation in the form of a contribution of £15,000 towards waiting restrictions and / or controlled parking zones in the vicinity of the site is recommended by the Highway Authority. This can be secured by a Section 106 Agreement.
- 21.18 Concerns have been raised by third parties that there will be overflow car parking in the surrounding neighbourhood. The identified Section 106

contribution towards the investigation and installation of waiting restrictions and / or controlled parking zones in the vicinity of the site would not be able to extend to Howes Place as this is a private road and not adopted highway. For the previous planning permission (21/03609/FUL) an on-street parking management plan to prevent on street parking in Howes Place was secured. It is considered reasonable and required to secure a similar plan in for this proposed development. The applicant has agreed to this obligation.

Electric Vehicle charging

- 21.19 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging.
- 21.20 The standards require at least one slow EV Charge Point for every two parking spaces in non-residential developments and at least one rapid EV Charge Point for every 1,000m² non-residential floor space (as per Institute of Air Quality Management guidance) or one fast EV Charge Point for every 1,000m² non-residential floor space (if the installation of a rapid charge point is technically Impossible due to grid supply constraints evidence must be provided).
- 21.21 This equates to 129 slow EV Charge Points, of which 31 should be rapid. Condition 37 is recommended to secure this provision. The standards also require that the installation of passive charge points – electric vehicle charging infrastructure for future activation – at all vehicle parking spaces without active charge points (to provide 100%) coverage.
- 21.22 Subject to recommended condition 37, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

22.0 Amenity

- 22.1 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.
- 22.2 Neighbouring Properties
- 22.3 *Plymouth Close and Falmouth Avenue*
- 22.4 Concerns have been raised by third parties regarding the scale and massing of proposed Block C and D as these have increased significantly compared to the consented buildings A and B (of planning permission 21/03609/FUL). Within the current application a plan showing the ground floor and site plan with the consented scheme overlay has been provided.

- 22.5 The proposed Blocks B and D would be set back away from the site boundary with Falmouth and Plymouth Close properties. The scheme would as a result have less of an impact on the residential amenity of these properties compared to the consented scheme in relation to Blocks C, D and E.
- 22.6 *Howes Place*
- 22.7 Concerns have been raised by third parties that proposed Block B adds 2.71m to the height facing the properties in Howes Place. It is acknowledged that there would be additional height, however this additional height is at the centre of the building. The heights fronting Howes Place would be comparable to the approved residential scheme and would be set further back. The east elevations have been pulled back into the site achieving a separation distance of over 45m, in comparison to 28m achieved as part of the previous planning permission.
- 22.8 The width of Block B fronting Howes Place would also be a lot narrower so would have less of an impact on residential amenity than the approved scheme.
- 22.9 Designing out Crime Officer comments
- 22.10 The Designing Out Crime officer of the Cambridgeshire Constabulary has reviewed the scheme and has provided advice in relation to security of internal bicycle stores, external visitor bicycle parking facilities, external lighting, CCTV, alarms, landscaping, barrier control for staff and visitor access points, and access control, door standards, café details and counter terrorist security.
- 22.11 Condition 19 for an artificial lighting impact assessment and mitigation scheme if required, is recommended to ensure that appropriate lighting details are secured for security and to minimise the effects of light pollution on the surrounding area.
- 22.12 Building access points and access control is for the applicants to consider for the detailed operation of the buildings. Internal design details and security are matters for the applicant. The advice given from the Designing Out Crime Officer has been passed to the applicant for consideration.
- 22.13 Construction and Environmental Impacts
- 22.14 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimised through conditions restricting construction hours and delivery hours to protect the amenity of nearby residents. These conditions are considered reasonable and necessary to impose.

Summary of impact on amenity

- 22.15 The scale of the proposed buildings is considered to be acceptable and when compared with the previous planning permission would have less of an impact on the amenity of nearby residential properties. Lighting details and impacts from the construction phases controlled through appropriate conditions to protect the amenity of residents.
- 22.16 The proposal adequately respects the amenity of its neighbours is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 50, 51, 52, 53, 57 and 58.

23.0 Public Art

- 23.1 CLP Policy 56 amongst other matters requires embedded public art as an integral part of development proposals. The Public Art Supplementary Planning Document guidance states that all major development will dedicate 1% of the construction cost of all capital projects to public art. No Public Art Strategy has been submitted with the application, which would be expected for an outline application.
- 23.2 The Public Art Strategy should be undertaken by an art consultant and / or a lead artist. It should include descriptions and definitions of the Public Artwork, funding sources, a project brief, artist selection, community engagement and public consultation approach and timescales / delivery and maintenance. It is unfortunate that a strategy has not been developed alongside the detail submitted for the outline application as the art could shape and influence the design and layout of the proposed scheme. The previous residential planning permission (21/03609/FUL) developed a Public Art Strategy: some of this work could be drawn on in developing the reserved matters for appearance of the proposed buildings and landscaping of the site for the outline application.
- 23.3 In the absence of a strategy condition 39 is recommended to secure a Public Art Strategy and condition 40 to secure a Delivery Plan ensure the public art strategy progresses though to complete implementation. On this basis the proposal would accord with CLP Policy 56(j) and the Public Art.

24.0 Third Party Representations

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

Third Party Comment	Officer Response
Removal of open cycle parking adjacent to Howes Place	This forms part of the prior approval (20/01501/PR1030) and is not proposed to change under this application.

Reversion of access point between Howes Place and Chapter House to prevent its use as an emergence vehicle access point only.	This is an existing access and not proposed to be changed under the current proposal.
Engagement with Quality Panel for material pallet for the elevations facing Howes Place, Falmouth Close and Plymouth Close	The applicant is encouraged to engage with the Quality Panel in considering the design and materials pallet.

25.0 Planning Obligations (S106)

25.1 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.

25.2 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.

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

25.4 Heads of Terms

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

Obligation	Contribution / Term	Trigger
Transport	£180,408 towards additional bus services servicing the development. £15,000 towards waiting restrictions and / or	Prior to occupation

	controlled parking zones in the vicinity of the site. On-street Parking Management Plan (for Howes Place)	
S106 Administration, Monitoring and Compliance	£300	x

25.6 Transport

25.7 The transport obligations are required by the Highway Authority to secure contributions towards additional bus services. These are required due to the proposed commercial development and that staff will arrive at the site from more wide-ranging locations than the existing consent. This is sought to enhance and facilitate sustainable travel alternatives for staff to in turn further reduce the car mode share for the proposal and parking demand.

25.8 Obligations for a financial sum towards waiting restrictions and / or controlled parking zones in the vicinity of the site are required to ensure that the development does not lead to off-site parking issues to the detriment of existing local residents. An on-street parking management plan to prevent the parking of unauthorised vehicles in Howes Place will ensure that displacement parking does not occur within this private road.

25.9 S106 administration, monitoring and compliance obligations are necessary to ensure the proposed obligations being committed to by the Applicant are delivered and managed.

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

26.0 Other Matters

26.1 Pollution

26.2 A suite of policies in the CLP provides a comprehensive set of requirements in relation to pollution. CLP Policy 33 seeks to prevent adverse impacts arising from contamination and requires investigation and remediation where it is suspected or known to exist. Policy explains how external lighting will be controlled. CLP Policy 35 seeks to protect human health and quality of life from noise and vibration, whilst CLP Policy 36 addresses air quality, odour and dust.

- 26.3 Section 3.6 of the Sustainable Design and Construction SPD (2020) includes detailed guidance on how the above policies will be applied. Furthermore, paragraphs 196 - 201 of the NPPF addresses risks associated with pollution and seeks to secure improvements to local environmental conditions wherever possible.
- 26.4 The application includes the following information specific to pollution: Sustainability Statement, Phase 1 Preliminary Risk Assessment, and Noise Assessment.
- 26.5 The Phase 1 Preliminary Risk Assessment explains that the potential sources of contamination – former office buildings, car parking, construction compound and horticultural nursery glasshouses – result in a risk of potentially significant harm ranging from ‘very low’ to ‘moderate’ depending on the specific land use. The risk of the site being classified as ‘contaminated land’ is identified as being ‘low’. In its conclusion, the report recommends that further work, including a Phase 2 site investigation is completed to confirm the qualitative assessment and determine the requirement for and scope of additional investigative works, and / or remedial measures to be incorporated into the development.
- 26.6 The Noise Assessment suggests that noise affecting the development would mainly originate from road traffic using Lawrence Weaver Road and Huntingdon Road, while noise arising from the development would be from the commercial uses proposed as well as construction activities. The report concludes that noise impacts to existing and future residents could be suitably managed through planning conditions.
- 26.7 The nearest Air Quality Management Areas (AQMA) to the site are the Cambridge AQMA (1.3 km) and the A14 Corridor AQMA (1.5 km). The Sustainability Statement confirms that the development would use electricity to provide heating and cooling as such combustion will be removed from the site. The proposals are aiming to maximise active travel including walking and cycling.
- 26.8 The Environmental Health team have assessed the application and recommended a range of conditions to protect the amenity of neighbouring residents. These include full details on all flue locations and heights alongside details of general operation of these systems and identification of predicted impacts at the nearest receptor locations of emissions to air (with mitigation where identified as necessary). Condition 12 and 42 are therefore recommended.
- 26.9 There is potential for odour, smoke and fume generation from food preparation and cooking within kitchen and any odorous discharges from flue stacks. Odour abatement can be secured through a ventilation / extraction detail. Condition 43 is therefore recommended to ensure residential amenity is protected.

- 26.10 As for light pollution the application does not include the design of external lighting so appropriate details. Condition 19 is therefore recommended.
- 26.11 The Environmental Health Officer has raised no objections subject to conditions to cover: Demolition / Construction Environmental Plan (Condition 11), plant / equipment noise assessment and insulation scheme (Condition 12), noise assessment and mitigation for service yards (Condition 13), site-wide deliveries / collections (Condition 20), ventilation and exhaust systems (Condition 42), odour control, (Condition 43), electric vehicle charge point provision (Condition 37) and an informative on a dust management plan.
- 26.12 Subject to the use of conditions covering these matters, it is concluded the proposal complies with CLP Policies 33, 35 and 36.

27.0 Planning Balance

- 27.1 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).
- 27.2 Summary of harm
- 27.3 The proposal would by virtue of its scale and massing cause some harm to the character and appearance of Howes Place Conservation Area and locally listed building Chapter House. This has been identified as less than substantial harm to the non-designated and designated heritage assets.
- 27.4 There would be a loss of two residential properties, but this would be offset by the gain in a significant increase in commercial floorspace.
- 27.5 **Summary of benefits**
- 27.6 In terms of economic benefits, the proposal would provide additional laboratory and office space which will create various new job roles during and post construction which will be of benefit to the local economy. Planning obligation contributions towards bus service enhancements to facilitate sustainable travel alternatives transport infrastructure will be of benefit to the local economy. Overall, the proposal development is considered to bring about moderate economic benefits.
- 27.7 In terms of social benefits, the proposal would provide a café for people employed at the site and could be used by residents from the surrounding area. Moderate weight is afforded to these benefits.

- 27.8 In terms of environmental benefits, the comprehensive redevelopment of the site would improve the area and there would be a significant increase in biodiversity of the site. Landscape is a reserved matter, but a high-quality landscape scheme and ecological enhancements can be secured which would provide biodiversity net gain and environmental benefits to that of the existing brownfield, mainly vacant site. The scheme also includes various sustainability measures which includes water re-use and use of renewable energy sources, sustainable urban drainage systems and green roofs. Therefore, the scheme will bring about moderate environmental benefits.
- 27.9 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

28.0 Recommendation

Approve this outline planning application 23/04643/OUT, subject to:

- (iii) The planning conditions and informative as detailed in Section 29 of this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary).
- (iv) The prior completion of a planning obligation which secures the Heads of Terms as set out in this report, with delegated authority to officers to include other relevant planning obligations necessary to make the proposal acceptable in planning terms, and to negotiate, settle and complete such planning obligation in consultation with the Chair and Vice Chair of JDCC.

29.0 Planning Conditions

Approved drawings

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

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

Reserved matters

2. No development shall commence until details of the appearance and landscaping (hereinafter called the 'reserved matters') have been submitted to and approved in writing by the Local Planning Authority. The development shall

be carried out as approved.

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

Time limit

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

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

Archaeology

4. No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:
 - a. the statement of significance and research objectives;
 - b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
 - c. The timetable for the field investigation as part of the development programme;
 - d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (2024).

Contaminated land: Phase 1 Desktop Study

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours

and other offsite receptors as well as to controlled waters, property and ecological systems (Cambridge Local Plan 2018 policy 33).

Contaminated land: Phase 2 site investigation

6. No development (or phase of) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:
 - a. A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
 - b. A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

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

Contaminated land: implementation of remediation

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

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

Contaminated land: Phase 4 Completion Report

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

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

Contamination: unexpected

9. 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).

Material Management Plan

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

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

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

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

DCEMP (Environmental Health concerns only)

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

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the local planning authority in advance.
- e) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
- f) Soil Management Strategy.
- g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – noise.

- h) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – vibration.
- i) Dust management and wheel washing measures in accordance with the provisions of:
 - 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).
- j) Confirmation of any anticipated use of concrete crushers on-site including location and any specific dust and noise / vibration mitigation measures to be incorporated specifically for their use.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- m) Screening and hoarding details.
- n) Consideration of sensitive receptors.
- o) Complaints procedures, including complaints response procedures.
- p) Membership of the Considerate Contractors Scheme.

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

Reason: To protect / safeguard the health and quality of life (amenity) of existing premises in accordance with paragraph 198 of the National Planning Policy Framework (NPPF), 2024 and Policy 35: Protection of human health and quality of life from noise and vibration, of the adopted Cambridge Local Plan 2018.

Plant / Equipment Noise Assessment and Insulation Scheme

12. Before the development/use hereby permitted is commenced and on a phased basis as necessary, a noise impact assessment of cumulative plant and equipment (including all mechanical and electrical services such as combustion appliances / flues and ventilation systems / louvres, plant rooms and electricity sub-stations) and a noise insulation scheme as appropriate, in order to minimise the level of noise emanating from the said plant and equipment shall be submitted to and approved in writing by the local planning authority.

Reason: To protect / safeguard the health and quality of life (amenity) of existing premises in accordance with paragraph 198 of the National Planning Policy Framework (NPPF), 2024 and Policy 35: Protection of human health and quality of life from noise and vibration, of the adopted Cambridge Local Plan 2018.

Noise Assessment and Mitigation – Service Yards

13. Prior to the commencement of development, and on a phased basis as necessary, a noise impact assessment of the use of the service / delivery yards and any noise mitigation measures required as appropriate in order to minimise noise from said yards (having regard to the yard locations, noise sensitive receptor locations and the differing activities within the yards) shall be submitted to and approved in writing by the local planning authority. The details

as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect / safeguard the health and quality of life (amenity) of existing premises in accordance with paragraph 198 of the National Planning Policy Framework (NPPF), 2024 and Policy 35: Protection of human health and quality of life from noise and vibration, of the adopted Cambridge Local Plan 2018.

Levels

14. No development, other than demolition, shall take place until a plan showing the finished floor levels of the proposed building(s) in relation to the existing and proposed ground levels of the surrounding land has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that before any development commences the impact on the amenity of the area can be fully assessed and protected (Cambridge Local Plan 2018 policies 55, 56 and 57).

Surface Water Drainage

15. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Resubmitted Sustainable Drainage Strategy prepared by MTC Engineering (Cambridge) Ltd (ref: 3179) dated 25 June 2024 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);
- d) Site Investigation and test results to confirm infiltration rates;
- e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- f) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;

- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Permissions to connect to a receiving watercourse or sewer;
- i) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

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

Surface Water run-off

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

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

Surface water drainage survey and report

17. Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development. (Cambridge Local Plan Policies 31 and 32).

On-site foul water drainage

18. Prior to the construction above damp-proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme.

Reason: To prevent environmental and amenity problems arising from flooding. (Cambridge Local Plan Policies 31 and 32).

External Lighting

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

a. the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors).

b. the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors. All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded).

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

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

Site-wide Deliveries / Collections

20. Deliveries to or dispatches from the site (including waste collections) shall not be made outside the hours of 07:00 – 19:00hrs on Monday to Friday, 08:00 – 13:00hrs on Saturday or at any time on Sundays or public holidays.

Reason: To protect / safeguard the health and quality of life (amenity) of existing premises in accordance with paragraph 198 of the National Planning Policy Framework (NPPF), 2024 and Policy 35: Protection of human health and quality of life from noise and vibration, of the adopted Cambridge Local Plan 2018.

Implementation of the Sustainability Statement

21. All future reserved matters applications for the appearance of the development shall be accompanied by a Sustainability Statement, setting out how it will meet the targets and measures set out in the approved Sustainability Statement, Former NIAB Site, February 2024, Expedition, Issue 02.

The approved measures shall be fully implemented prior to the occupation of any buildings or in accordance with a phasing plan otherwise agreed in writing by the local planning authority.

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

BREEAM Design Stage

22. All future reserved matters applications for the appearance of the development shall be accompanied by a BREEAM pre-assessment prepared by an accredited BREEAM Assessor, indicating that the building is capable of achieving the applicable 'excellent' rating as a minimum, with maximum credits achieved for Wat 01.

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

BREEAM Design Stage Certification

23. Within 12 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 (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

BREEAM Post Construction Certification

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

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

Water Efficiency

25. All future reserved matters applications for the appearance of the development hereby approved, shall be accompanied by the following information in relation to water resources and efficiency:

- Details of the water demand generated by the proposed development set out in litres/day, split into domestic type water demands associated with Wat01 of BREEAM and process water demands associated with lab spaces.
- The level of demand reduction associated with mitigation measures split into measures to reduce domestic type water demand associated with Wat01 and measures to reduce process water loads associated with the lab spaces. This information should include a BREEAM Pre-Assessment showing achievement of 5 Wat01 credits for each of the buildings and the Wat04 credit for process water requirements.
- Drawings will need to include details of the infrastructure required to facilitate 5 Wat01 credits (e.g. plant room space for grey water or rainwater harvesting tanks and any treatment requirements).

Where any national measures to secure sustainable water resources are brought into effect in the Cambridge area, future reserved matters applications may also be required to demonstrate compliance with those measures.

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

Green roofs

26. Prior to any development above ground level of any permanent building with a flat roof, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. Details of the biodiverse roof(s) shall include the following:

- a) Confirmation of substrate depth, which shall be between 80-150mm (unless otherwise agreed).
- b) A plant /seed mix (with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum (green roofs only)).
- c) A management / maintenance plan including means of access.
- d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

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

Bat surveys

27. No demolition/development shall commence until follow-up bat dusk emergence / dawn re-entry surveys have been undertaken. This should be done during May - September (inclusive) to determine whether bats are roosting and, should this be the case, a mitigation strategy be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that before any demolition/development commences appropriate surveys are undertaken to prevent injury or death to bats which may roost on the site (Cambridge Local Plan 2018 Policy 70).

Biodiversity

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

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

Traffic Management Plan

29. No demolition or construction works shall commence on site until a Traffic Management Plan has been agreed in writing with the Local Planning Authority. The principal areas that should be addressed are:
- i. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway and Howes Place).
 - ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking (including Howes Place).
 - iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the public highway). No construction traffic should use Howes Place, apart from those associated with the works on Howes Place and limited to existing access points.
 - iv. Control of dust, mud and debris, in relationship to the operation of 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).

External Bike stores

30. The external bicycle stores associated with the proposed development, including any planting associated with a green roof, shall be provided prior to first occupation in accordance with the approved plans and shall be retained thereafter. Any store with a flat or mono-pitch roof shall incorporate, unless otherwise agreed in writing by the local planning authority, a green roof planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick.

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

Internal Bike Stores

31. An internal access from the bicycle stores associated with each of the proposed Blocks B, C and D, shall be provided to ensure that users can directly enter the building from the bicycle stores. The internal accesses shall be completed prior to occupation of each building and retained thereafter.

Reason: For the convenience of staff and to encourage the use of bicycles to travel to work and to ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policy 82).

Tree retention

32. Notwithstanding the Arboricultural Impact Assessment, Ligna Consultancy P1912-AIA01 V7.2, Arboricultural Site Plan (Proposed) P1812-ASP02.1 V7.2, Tree G4.39, shall be retained.

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.

Arboricultural Method Statement

33. Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, 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 activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

Arboricultural pre-commencement site visit meeting

34. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and other relevant parties and Local Planning Authority Tree Officer to discuss details of the approved AMS. A record of the site meeting will be submitted to the Local Planning Authority and approved.

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

Tree protection methodology

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

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

Replacement trees

36. 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.

Electric Vehicle Charge Point Scheme

37. Any reserved matters application for appearance shall include details of an electric vehicle charging scheme demonstrating a minimum of 50% provision of active electric vehicle charge points design and installed in accordance with BS EN 61851 (or as superseded). The scheme shall include:

- Either at least one Rapid electric vehicle charge point for each 1,000m² non-residential floorspace, or at least one Fast electric vehicle charge point for each 1,000m² non-residential floorspace, should a Rapid charge point not be technically feasible.
- The Rapid and/or fast electric vehicle charge point parking spaces shall be exclusively reserved for electric vehicle charging.
- Slow electric vehicle charge points with a minimum power rating output of 7kW for remaining spaces up to minimum of 50% provision.
- Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance Policy 36 of the Cambridge Local Plan (2018) Cambridge City Council's adopted Air Quality Action Plan (2018) and Sustainable Design & Construction SPD (2020).

Travel Plan

38. 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).

Public Art Strategy

39. No development above ground level, other than demolition, shall commence until a Public Art Strategy (PAS) has been submitted to and approved in writing by the Local Planning Authority. The PAS shall include the following (as set out in Appendix 3 of the Cambridge City Council Public Art Supplementary Planning Document 2010):

- a) A vision, aims, benefits, strategy and management of the project
- b) A description of the site

- c) Description and definitions of Public Artwork
- d) Funding sources
- e) Project brief
- f) Artist selection
- g) Community Engagement and Public Consultation approach
- h) Timescale / Delivery
- i) Action Plan
- j) Long term commitment to Artwork.

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

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)).

Public Art Delivery Plan

40. 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)).

Electricity Sub stations

41. Prior to the commencement of development details of the electricity sub-stations as shown in yellow on drawing LWR.(2).02.Rev 5 – Ground Floor and Site Plan, shall be submitted to and approved in writing by the Local Planning Authority. The substations shall be installed and retained in accordance with the approved details.

Reason: To ensure appropriate housing of equipment is implemented in the interests of visual amenity (Cambridge Local Plan 2018 policy 56).

Fumes and Emissions to Air

42. Before the use hereby permitted is commenced and on a phased basis as necessary, details of all ventilation and exhaust systems associated with the use (including any back-up generators and fume cupboards shall be submitted to and agreed in writing by the Local Planning Authority. The details shall be provided in accordance with current UK guidance and standards where appropriate and identify the fuel source (where applicable), size and location of flue, height of flue, proximity to and impacts at residential receptors, hours of operation and any mitigation measures required. The systems as approved shall be installed, maintained and retained thereafter.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants are kept to a minimum during the lifetime of the development (Cambridge Local Plan 2018 policy 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Odour Control

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

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

Informatives

Archaeology

1. Partial discharge of condition 4 can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

Highways Traffic Management Plan

2. The Highway Authority requests that the Traffic Management Plan be a stand-alone document separate from any Environment Construction Management Plan or the like, as the risks and hazards associated with construction traffic using the adopted public highway are quite different from those associated with the internal site arrangements.

Work affecting the Public Highway

3. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

Green roofs

4. All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

Pollution Control

5. 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.

Ordinary Watercourses

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

<https://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Culvert-Policy.pdf>. Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

Construction Surface Water Maintenance

7. Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

Anglian Water

8. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant

contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

DCEMP: Demolition / Construction Noise and Vibration

9. 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 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.

DCEMP: Dust

10. 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)

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