



## Cambridge City Council Planning

**Date:** Wednesday, 24 July 2024

**Time:** 10.00 am

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

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

### Agenda

1 Order of Agenda

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

- **Part One**  
Major Planning Applications
- **Part Two**  
General and Enforcement Items

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

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

2 Apologies

3 Declarations of Interest

4 Minutes

(Pages 5 - 26)

**Part 1: Major Planning Applications**

5 24/00622/FUL Westbrook Centre

(Pages 27 -  
128)

6 23/04191/REM Netherhall Farm

(Pages 129 -

210)

- |   |                                    |                   |
|---|------------------------------------|-------------------|
| 7 | 23/03907/FUL ARU Campus, East Road | (Pages 211 - 256) |
| 8 | 24/00889/FUL Clarendon House       | (Pages 257 - 350) |
| 9 | 23/04431/FUL Mitchams Corner       | (Pages 351 - 392) |

**Part 2: General and Enforcement Items**

- |    |                             |                   |
|----|-----------------------------|-------------------|
| 10 | 24/0413/TTPO Sturton Street | (Pages 393 - 408) |
| 11 | Appeals Information         | (Pages 409 - 414) |

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

**Alternates:** Flaubert, Howard, Nestor, Todd-Jones and Young

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**PLANNING**

11 June 2024

10.00 am - 6.28 pm

**Present:**

**Planning Committee Members:** Councillors Smart (Chair), Baigent (Vice-Chair), Bennett, Carling, Dryden, Gilderdale, Lokhmotova, Porrer and Thornburrow

## Officers present in person:

Delivery Manager: Toby Williams

Senior Planner: Alice Young

Principal Planner (CIP and SCIP): Aaron Coe

Legal Adviser: Richard Pitt

Committee Manager: Sarah Steed

Meeting Producer: Claire Tunncliffe

Principal Engineer Major Developments: Tam Parry (Cambridgeshire County Council)

## Officers present virtually:

Principal Planner: Katie Christodoulides

Principal Planner: Dean Scrivener

Senior Planning Officer: Dominic Bush

Arboricultural Officer: Joanna Davies

**FOR THE INFORMATION OF THE COUNCIL****24/28/Plan Apologies**

No apologies were received.

**24/29/Plan Declarations of Interest**

<b>Name</b>	<b>Item</b>	<b>Interest</b>
Councillor Bennett	24/31/Plan	Personal: Lived close to the application site. Would not participate as committee member and would instead speak as Ward Councillor.
Councillor Bennett	24/32/Plan	Personal: Lived close to the

		application site. Would not participate as committee member and would instead speak as Ward Councillor.
Councillor Bennett	24/38/Plan	Personal: Noted the application was in their ward but had not participated in any pre-meetings, discretion unfettered.
Councillor Baigent	All	Personal: Member of Cambridge Cycling Campaign.
Councillor Lokhmotova	24/32/Plan	Personal: Knew the practice that produced sustainability strategy for this application.
Councillor Lokhmotova	24/33/Plan	Personal: Knew the Applicant socially, had not discussed the application with them. Discretion unfettered.
Councillor Lokhmotova	24/36/Plan	Personal: Noted the application was in their ward and had met with the Applicant on site. Would not take part in the discussion or decision for the application.

### **24/30/Plan Minutes**

The minutes of the meeting held on 24 April 2024 were approved as a correct record and signed by the Chair.

### **24/31/Plan 23-04849-FUL Bowls Club and Tennis Court**

Councillor Bennett spoke as a Ward Councillor for this application and did not take part as a committee member in the discussion or decision making for the application.

The Committee received an application for full planning permission.

The application sought approval for the replacement of the existing artificial pitch with a new multi-use games area (including tennis court), construction of new bowls green, erection of new pavilion and associated works.

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

- i. Amended conditions:
  - Condition 3 (BNG), amended wording to secure 20% BNG.
  - Condition 6 (Phasing), deleted as this detail is secured by the Barnwell Local Centre redevelopment application (condition 59 of application reference 23/04687/FUL).
  - Condition 21 (Green roof), amended to secure the specification of the proposed green roof for the Bowls Club pavilion.
- ii. Additional conditions:
  - Condition 19, (cycle parking) amended to secure cycle parking details for the MUGA facility in addition to the Bowls Club.
  - Condition 20, additional condition to secure provision of car parking in accordance with the approved plans.
- iii. Appended Final List of Recommended Planning Conditions (which incorporated the amendments set out in i and ii).

The Committee received a representation in objection to the application from the Secretary of Abbey Bowls Club:

- i. Speaking on behalf of members of the Bowls Club who objected to the proposed application.
- ii. Had not been advised the applications were going to be submitted and there was no consultation with the Club regarding the final details of the plans; had found these online.
- iii. The Bowls Club had an ongoing contract with the Council to maintain the bowls green and had a specialist contractor to undertake the work. The Council paid a yearly grant to the Club which helped pay for the work. Therefore, the Club held an interest as to what was being planned for the bowl's green.
- iv. The application included the resurfacing of the existing MUGA and provided a considerably smaller bowl's facility compared to the existing facility.
- v. There was no additional land to supply the new tennis court and this in total with the bowls green would result in a loss of 2,300sqm of recreational land.
- vi. The bowls facility would be placed on the overflow carpark shown as open space in the Council's 2006 register. Parking associated with the facility could be designated but this was recently removed from the

- register. The developer was now proposing with this application to use the overflow car park as new open space.
- vii. The application failed to meet the requirements of Local Plan policies 67 and 73.
  - viii. The overall planning application for the proposed bowls green and pavilion would be smaller than the current bowls site.
  - ix. The Abbey Bowls Club rejected the site due to its size at a meeting in March 2023.
  - x. The Bowls Green consultant, Dales, had provided a proposed layout of the green with six rinks by three rinks, when six rinks by six rinks was required to make the equivalent space.
  - xi. The proposed layout was not large enough to accommodate the bowling green and pavilion; therefore equivalent or improved facilities were not being provided.
  - xii. At the start of the consultation, talks with the Council were about improving the facilities of the club, now everything had been compromised by trying to fit the facilities into a smaller site.
  - xiii. The proposed size of the playing green would be 200sqm smaller than the current green, a compromise that the Bowls Club did agree to with Council officers, but the proposed surrounding of the bowls green had not been agreed.
  - xiv. Local Plan Policy 73 stipulated that the loss of a sports facility would be permitted if it could be demonstrated that the facility could be replaced within the new development, or relocated to at least its existing scale, range, quality, and accessibility for its users. This had not been met by the proposed application.
  - xv. There would also be a loss of all the open space around the bowls green that provided a feeling of openness and wellbeing for the players during games.
  - xvi. Stated that the developer had agreed to provide a 1.2m wide footpath around the green, however this did not show on the proposed site plan on the northern most corner.
  - xvii. The current green had a 500mm grass strip surrounding it with a much wider path.
  - xviii. Equipment, scoreboards, pushers, and other equipment would have to be located on the proposed perimeter path during a game. This would be a safety issue to those trying to access the pavilion or viewing area once the game had started.
  - xix. The proposed site would be unusable by disabled players or disabled spectators; these issues had been raised with Officers and the developer at earlier meetings.



- xx. The proposed pavilion was larger than the current 70-year-old hut but failed to meet the needs of a modern bowls facility. Each changing room would fit ten players when a team could be up to twenty-four players. Ten players would be less than the standard number of players.
- xxi. At an earlier meeting with the developer, requirements for the pavilion had been discussed, a room with table and chairs to cater for fifty people was requested, with changing rooms, toilets, and kitchen. The Council's Recreation Officer agreed as this meant the pavilion could be used all year round by external groups as well. The size of the proposed pavilion would not accommodate the requirements outlined.
- xxii. The premium internal space in the pavilion was being used as external storage for the water tank room and the size of the pavilion is limited due to the size of the proposed location.

Ian Ross (Applicant's representative) and Paul Belton (Agent) addressed the committee in support of the application.

Councillor Bennett, Abbey Ward Councillor, addressed the Committee speaking in objection to the application.

Councillor Holloway, Executive Councillor for Community Safety, Homelessness and Wellbeing spoke in support of the application.

The Delivery Manager offered the following summary of amendments to the Officer's recommendation (as set out on p22 of the agenda) for the planning application reflecting Members' debate during the meeting:

Approve subject to:

- i. the Final List of Recommended Planning Conditions set out in an appendix to the Amendment Sheet and in addition:
  - 1. a variation to condition 5 to include reference to 'hedgerows' so that full details of the replacement planting was received before any hedgerows were removed.
  - 2. an additional condition to consider the type of materials used to negate overheating, with reference to the urban heat island effect.
  - 3. an additional informative to encourage the Applicant to provide, where appropriate, additional space for larger sized bikes on the site.

The Committee:

**Unanimously resolved** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the

Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the Final List of Recommended Planning Conditions in the Amendment Sheet and in addition:
  - a. a variation to condition 5 to reference hedgerows so that full details of the replacement planting was received before any hedgerows were removed;
  - b. an additional condition to consider the type of materials used to negate overheating, with reference to the urban heat island effect;
  - c. an additional informative to encourage the Applicant to provide, where appropriate, additional space for larger sized bikes.

### **24/32/Plan 23-04687-FUL East Barnwell**

Councillor Bennett spoke as a Ward Councillor for this application and did not take part as a committee member in the discussion or decision making for the application.

The Committee received an application for full planning permission.

The application sought approval for a redevelopment of the existing local centre to provide a new community centre, library, pre-school, shops and/ or café and/ or commercial space, 120 homes, car parking, cycle parking, landscaping and associated works, following the demolition of existing buildings.

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

- i. Deletions to the officer's report were struck through and additions were set out in bold.
  - a. Paragraph 11.104  
The application site is adjacent to existing residential properties along **Newmarket Road, Barnwell Road, Malden Close, Rawlyn Close and Peverel Road** ~~Fanshawe Road~~. Policy 35, 50, 52, 53 and 58 seeks 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.
  - b. Paragraph 11.138, **(Additional contribution towards City Council infrastructure- indoor sports)**

Heads of Terms	Summary
City Council Infrastructure	
Indoor sports	£96,612.00 towards provision and improvement of Indoor Sports provision at Abbey Sports Complex

- ii. Amendment to condition 41. The preschool hours of use will be from 8.30am-5.30pm Monday to Friday. This has been considered acceptable by the City Council Environmental health officer.
- iii. Condition 60 as set out on page 89 of the agenda 'License agreement for the Bowls Club' is secured by application reference 23/04849/FUL. This condition has been deleted and replaced by a Phasing Plan condition.
- iv. A Final List of Planning Conditions was appended to the Amendment Sheet. The wording of various other conditions was updated to enable the development to be completed on a phased basis.
- v. Amendment to the officer recommendation (additional wording in bold):
  - a. Approve subject to:
    - The planning conditions as set out within the **updated list of conditions** and delegated authority to officers to amend and add conditions where required.
    - Satisfactory completion of a S106 agreement with delegated authority to officers to agree the final contribution amounts and minor amendments to the Heads of Terms as set out in the officer report.
    - **Referral to the Secretary of State to determine whether it is appropriate to call in the planning application.**

The Principal Planner also verbally updated their report regarding an additional section 106 transport contribution to Cambridgeshire County Council for £10,000 towards waiting restrictions along Rawlyn Close.

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

- i. Lived in a property overlooking Barnwell Bowling Green.
- ii. Appreciated the urgent need for new housing and vital community facilities the area.
- iii. But objected to the scale of the high rise and high density of fifty-four dwellings on roughly a half acre site, when fifty dwellings on one acre would be considered high density.
- iv. The proposed flats would be substandard as they were only single aspect, these would be unhealthy for the occupiers in hot weather.

- v. According to the noise impact assessment, site one would be wholly dominated by noise being adjacent to the busy Barnwell junction and its traffic pollution. Would also be exposed to light pollution at night.
- vi. The proposed flats should be triple glazed with heavy duty curtains.
- vii. It was possible that site one would be in danger of flooding, over the past year in heavy rain a torrent of water had gushed down into the Malden Close leaving residents and those next to the Bowling Green ankle deep in water.
- viii. According to the Flood Authority there was a dominant gradient from Newmarket Road down the steep steps by the tennis court.
- ix. The proposed high-rise flats were out of character with the domestic low-rise architecture of East Barnwell, defined as a garden suburb.
- x. Described the design of the new flats as plain and boringly beige, which looked like offices rather than homes. Questioned how long it would be before the flats would look run down.
- xi. A small green piazza would be provided for the amenity and recreation of the new residents, but this would face Barnwell Road, suffer from traffic pollution and would not be a safe play space for the children from the flats.
- xii. The buildings on site one could be realigned to provide an inner more secluded space, a green piazza away from the road.
- xiii. With the proposed application local services would be placed under extra strain with more residents to serve. The health centre already oversubscribed, the city 3 bus services had deteriorated, with no direct access to Addenbrookes.
- xiv. There were no plans for local shops while site two was under construction.
- xv. Site one had been described as 'brownfield' in the planning application but was 90% green apart from a small pavilion and shelter in the well-used tennis court.
- xvi. When purchasing their property, their solicitors provided a map showing the bowling green to be a protected site. When recently approached for advice, the solicitors refused as they were acting on behalf of the developers.
- xvii. On a personal note, the site one plans show an electricity substation directly behind the shared hedge with the bowling green, this would be 4m away from their property when the minimum safe distance was 8m. This could make a humming noise which could disturb the peace of the garden. Asked if the substation could be relocated safely elsewhere on site one.
- xviii. In summary the plans for site one should going back to the drawing board for the benefit of both present and future residents.

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

- i. Was a resident of Rawlyn Close.
- ii. Speaking with neighbours it was apparent that no one wanted to stop the modernisation of the East Barnwell Centre but it was very apparent that many people shared common objections to the current proposal.
- iii. Many residents had chosen to live in the area because of the open space associated with site one, a status afforded with its current protection. The planned proposals stripped much of this status.
- iv. While the proposed application did indicate areas of open space across the sites, no amount of superior landscaping would make up for the vast area of protected space that the local centre would lose.
- v. The distance to the proposed new bowling green and tennis court at the Abbey Sports Complex at 500m was outside the scope of Local Plan policy 67. The land already had protected open space status regardless of the current use.
- vi. With only small pockets of open space planned on the sites and relocated large areas outside of the scope of the planning rules the proposal failed to sufficiently re-provide and protect the status of the open space.
- vii. The application outlined a range of buildings between three to six storey's. This was not in keeping with the character of the existing surroundings, architecture, and landscape of the area.
- viii. There were currently no residential buildings over four storeys within the ward including those on the new Marleigh development.
- ix. Neighbours all agreed that the proposed development was over whelming, overdeveloped and the buildings were too high. The ward did not need to be landmarked with buildings of this size and nature.
- x. The proposed buildings towered over the local roads, adjoining private gardens and would take away the privacy from the neighbourhood.
- xi. Many residents wanted the building heights reduced to protect their privacy.
- xii. Parking had been assessed at certain times of the day that was not conclusive with the actual use of the roads. It was assessed twice at night which did not reflect the use of Rawlyn Close and Rawlyn Road. This data needed to be readdressed and undertaken at times that did reflect when the roads were fully used.
- xiii. With the new development on site one, there was a fear of increased traffic and parking in the area, no matter how the sites would be managed. Believed there was insufficient parking spaces on site one and site two.

- xiv. Requested that the Planning Committee reviewed the protected open space status on both sites, the height of the buildings, vehicle parking and the traffic flow in the areas of the sites.

Jim Pollard (Applicant's representative) and Paul Belton (Agent) addressed the Committee in support of the application.

Councillor Bennett addressed the Committee as an Abbey Ward Councillor speaking in objection to the application.

Councillor Bird, Executive Councillor for Housing spoke in support of the application.

Councillor Porrer requested a deferral of the application but as the proposal had no seconder the motion failed.

The Delivery Manager offered the following summary of the Officer's recommendation (as amended in the Amendment Sheet) for the planning application reflecting Members' debate during the meeting:

Approve subject to:

- i. The planning conditions as set out within the Final List of Planning Conditions appended to the Amendment Sheet (with delegated authority to officers to amend and add conditions where required) and in addition:
  1. an amendment to condition 10 to encourage sustainable transport modes;
  2. an amendment to condition 11 to include reference to the urban heat island effect in the consideration of those materials;
  3. an amendment to condition 58 in relation to letter boxes to remove the wording 'otherwise agreed';
  4. an amendment to condition 61 to encourage the new location of commercial premises and associated signage to be put in place;
  5. an additional condition to demonstrate the proposal as designed to passivhaus principles would not lead to overheating in future climate modelling scenarios, with associated measures including measures for future adaptation, such as vertical shading to be put in place particularly for the single aspect units on site (in consultation with the Chair, Vice Chair and Spokes);
  6. an additional condition regarding the location of the substation; the final location to be agreed, notwithstanding the plans;
  7. an additional informative for the Applicant to liaise with the Greater Cambridge Partnership regarding the cycle lane protection measures

- that could be brought forward as Barnwell Road improvement scheme;
8. an additional informative in relation to car club spaces on site;
  9. an additional informative to encourage storage for the community and library facilities internally within those spaces.
  10. an additional informative in relation to M42 and M43 units to encourage the flexible use and modelling for the adaptations of those units for future use; and the
    - ii. Satisfactory completion of a S106 agreement with delegated authority to officers to agree the final contribution amounts and minor amendments to the Heads of Terms as set out in the officer report plus the additional section 106 contribution to Cambridgeshire County Council regarding Transport for £10,000 towards waiting restrictions along Rawlyn Close; and
    - iii. Referral to the Secretary of State to determine whether it was appropriate to call in the planning application.

#### The Committee:

**Resolved** by (7 votes to 0 with 1 abstention) to approve the planning application subject to:

- i. The planning conditions as set out within the Final List of Planning Conditions appended to the Amendment Sheet (with delegated authority to officers to amend and add conditions where required) and in addition:
  - a. an amendment to condition 10 to encourage sustainable transport modes; and
  - b. an amendment to condition 11 to include reference to the urban heat island effect in the consideration of those materials; and
  - c. an amendment to condition 58 in relation to letter boxes to remove the wording 'otherwise agreed'; and
  - d. an amendment to condition 61 to encourage the new location of commercial premises and associated signage to be put in place; and
  - e. an additional condition to demonstrate the proposal as designed to passivhaus principles would not lead to overheating in future climate modelling scenarios, with associated measures including measures for future adaptation, such as vertical shading to be put in place particularly for the single aspect units on site (in consultation with the Chair, Vice Chair and Spokes); and
  - f. an additional condition regarding the location of the substation; the final location to be agreed, notwithstanding the plans; and
  - g. an additional informative for the Applicant to liaise with the Greater Cambridge Partnership regarding the cycle lane protection

- measures that could be brought forward as Barnwell Road improvement scheme; and
- h. an additional informative in relation to car club spaces on site; and
  - i. an additional informative to encourage storage for the community and library facilities internally within those spaces; and
  - j. an additional informative in relation to M42 and M43 units to encourage the flexible use and modelling for the adaptations of those units for future use; and
- ii. Satisfactory completion of a S106 agreement with delegated authority to officers to agree the final contribution amounts and minor amendments to the Heads of Terms as set out in the officer report plus the additional section 106 contribution to Cambridgeshire County Council regarding Transport for £10,000 towards waiting restrictions along Rawlyn Close; and
  - iii. Referral to the Secretary of State to determine whether it was appropriate to call in the planning application.

### **24/33/Plan 23-02294-FUL Edward House, 8 Albion Row**

Councillor Dryden left the Committee before this item was considered and did not return.

Councillor Gilderdale was not present for the consideration of this application.

The Committee received an application for full planning permission.

The application sought approval for the demolition of a 15 bed care home and construction of a replacement building with 16 No. 1 bedroom Almshouses apartments.

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

- i. Deletions to the officer report are struck through and additions are set out in bold.

#### Paragraph 8.74

No.2 Albion Row 8.74 No.2 Albion Row lies to the northeast of the site and forms an end of terrace property. No side elevation windows lie within this neighbouring property facing the site however there are windows in the front and rear elevations and a small, enclosed garden. The proposal would extend closer to the common boundary



with the Albion Yard access road by 2 metre and would extend along the whole of the boundary, also being approximately 2 metres higher than the existing lean-to structure. The proposal would not result in any significant loss of light or be visually overbearing **or result in any loss of privacy**. ~~A condition shall be added to any consent granted to obscureglaze any first floor elevation windows in the north east (Albion Yard Elevation).~~

The Delivery Manager offered the following summary of amendments to the Officer's recommendation (as set out on p134 of the agenda) for the planning application reflecting Members' debate during the meeting:

Approve subject to:

- i. The planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to Officers with the addition of:
  - a. An additional green roof condition for the flat roof; and
  - b. An additional condition for the first and second floor amenity arrangements and how it could be utilised by future occupants.

The Committee:

**Resolved (by 6 votes to 0 with 1 abstention)** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted) subject to:

- i. the planning conditions set out in the Officer's report; and
- ii. an additional green roof condition for the flat roof with delegated authority to Officers to draft the condition; and
- iii. an additional condition for the first and second floor amenity arrangements and how it could be utilised by future occupants with delegated authority to Officers to draft the condition in consultation with the Chair, Vice Chair and Spokes.

## **24/34/Plan 24-00943-FUL Clayton Hotel**

Councillor Gilderdale was not present for the consideration of this application.

The Committee received an application for full planning permission.

The application sought approval for the erection of an extension to the rear of the hotel to provide 30 additional guest rooms plus other associated works (Re-submission of 23/01706/FUL).

The Committee Manager read out a statement in objection to the application written by Jones Lang LaSalle Limited:

- i. The statement was submitted on behalf of Railways Pension Nominees Limited ('Railpen') who owned 21 Station Road, which was immediately to the west of the site, occupied by Microsoft Research Cambridge, and to the east of the site One Station Square, occupied by Amazon Development Centre.
- ii. Neither Railpen nor any of their representatives were consulted by the Council through a letter dated 15 March 2024 to which a written response was provided on 8 April.
- iii. The Applicant prepared a response dealing specifically with the matters raised in their response, dated 17 May and uploaded by the Council on 22 May. They were not aware of this document being published but provided the following response.
- iv. As set out in Point 2's report dated 17 May, the proposed extension to the hotel would have a significant impact on the amount of daylight and sunlight in the amenity area to the rear of 21 Station Road. The report assumed that the space was used most during summer months and because during the height of summer the area benefited from good levels of sunlight, there could be little objection from the occupiers of the space.
- v. This was not the case. In fact, access to sunlight was more important during spring and autumn months when opportunities to enjoy fresh air and sunlight were fewer. During the summer months when sunlight was most intense, those choosing to sit outside were more likely to seek shade at and around midday.
- vi. Employees of their client's tenants used the outdoor space regularly during these months during lunch breaks and to work outside when the weather permitted. The loss of direct sunlight from a substantial area of the amenity space (44%) during the spring and summer to almost zero (3%) was not acceptable and had only been considered as an afterthought.
- vii. The hotel was developed after 21 Station Road was developed and already had a significant impact on the availability of daylight and sunlight. To reduce the availability of sunlight further to the sole benefit of the hotel operator was not appropriate.
- viii. Continued to object to the scheme as proposed as it did not comply with BRE Guidance and Policies 35, 50 and 58 of the development plan.

Mr Bruce Risk (Agent) addressed the Committee in support of the application.

The Delivery Manager offered the following summary of amendments to the Officer's recommendation (as set out on p167 of the agenda) for the planning application reflecting Members' debate during the meeting:

Approve subject to:

- i. the planning conditions as set out in the officer's report with minor amendments to the conditions as drafted delegated to officers; and
- ii. an amendment to condition 19 to secure an addition to the cycle parking scheme, a lighting strategy for the under-croft area in the interest of safety of users.

The Committee:

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

- i. an amendment to condition 19 to secure an addition to the cycle parking scheme, a lighting strategy for the under-croft area in the interest of safety of users.

### **24/35/Plan 23-02127-FUL Mayflower House**

Councillor Gilderdale returned to the meeting and participated as a committee member in the consideration of this application.

Councillor Carling left the Committee before this item was considered and did not return.

The Committee received an application for full planning permission.

The application sought approval for the erection of (i) 8 no. flats (4 no. studios, 2 no. one bed & 2 no. two bed flats) on the eighth floor on Mayflower House with removal of Electronic Communications Apparatus on the roof (ii) bin-store for proposed flats occupying one existing car parking bay (iii) bespoke structure to cover 20 no. existing cycle bays (iv) structures to cover 32 no. additional cycle bays.

The Principal Planner updated their report by referring to details contained in the Amendment Sheet namely:

- i. an extension of time for the determination of the application to 14 June 2024; and
- ii. new photos which had been received from a third party, these had been uploaded to the application file for public viewing. It was noted that the photos were unverified.

The Committee Manager read out a representation in objection to the application on behalf of a local resident:

- i. Was a leaseholder of one of the flats within Mayflower House and strongly objected to the erection of 8 new flats above the existing flats. The development raised significant concerns that would impact existing residents and the surrounding community.
- ii. The structural integrity of the existing building would pose a major concern. Adding more flats would compromise the safety and stability of the existing structure that could put existing residents' lives at risk. The additional weight and construction work may lead to unforeseen damage and significant disruptions.
- iii. There was asbestos in the roof of the building - therefore any building works involving the roof would be a serious and major health hazard to all residents within Mayflower House.
- iv. The construction process itself would bring prolonged noise, dust and health hazards that would severely affect the day to day lives of all the residents. This area was chosen for its peace and quiet, and the proposed development would undermine that.
- v. The addition of more residents within the complex would strain already limited resources and amenities in the area. More residents would mean greater demand for car park spaces, cycle park spaces, use of the paths and garden, increased use of waste disposal areas and lifts among other required services, which were already stretched thin. There would also be far more noise and disruptions from any new floors above. This would inevitably lead to a decline in the quality of life for everyone in the neighbourhood.
- vi. The lift was not adequate for the existing residents and would not cope with the addition of more residents within the building. The lift was small, old, and broke down often even in its current state. More residents would result in even more incidents of the lift being broken, major inconveniences and the costs associated with fixing it.
- vii. The impacts on the service charge and heating bills would have a negative effect on the existing residents.

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

- i. Represented the other fourteen objections made.
- ii. Policy 58 of the Cambridge Local Plan stated that extensions would only be permitted if they did not unacceptably overlook, overshadow, or visually dominate neighbouring properties.
- iii. Mayflower House standing at seven storeys was already the tallest building in the area.
- iv. The design was not in keeping and the size would be completely out of proportion with the surrounding properties, particularly for the low-rise homes in the conservation area to the north of the building.
- v. The existing building of seven storeys gained permission at a time when local planning did not give full consideration to city impact. Now that Local Plan policies 58 and 60 were in place, questioned if a building on the scale of Mayflower House would be approved if presented to the Committee today.
- vi. Adding another floor to this unsympathetic and oppressing building would only further dominate the area.
- vii. Mayflower House lay to the south of Humberstone Road, the developer's light assessments looked only at the equinox, the height of summer and height of winter, but there was a subtlety in the extent to which this affected the houses in the winter months when light was limited.
- viii. Based on calculations undertaken, the additional floor would have a significant effect on the winter light and meant that for a couple of months of the year there wouldn't be light getting into the houses.
- ix. Additionally, the fourteen overhanging balconies would cut light from the apartments on the floors below and it would be likely there would be an increase in outdoor noise for those living in Mayflower House.
- x. The balconies on the north side of Mayflower House would provide the occupiers with unobstructed views into the bedrooms, bathrooms, and gardens of Humberstone Road properties.
- xi. The roof as submitted in the developer's visual assessment had been cut and did not show the view into the bedrooms of houses on Humberstone Road.
- xii. The view from Mayflower House towards Humberstone Road showed a free view between the second floor of Humberstone Road and Mayflower's current roof.
- xiii. Allowing an additional floor with a free view would be inconsistent with previous council decisions. Where applications for windows made by residents on Humberstone Road had been turned down because of the effect on Mayflower residents.

- xiv. Local Plan Policy 58 stated that any extension needed to retain sufficient amenity space for bin storage, vehicle access and car parking. Residents in Mayflower House raised concerns over amenities which were already stretched. There was already a lift which was overused, as was the laundry room.
- xv. Mayflower House was originally designed as a hotel with less need for parking and provided only 68 parking spaces between 192 flats. At 2.8 flats per parking space this was a third of the current Cambridge parking standards. Only 1 of the 68 spaces was a disabled parking space. Guest parking spaces was also not provided at recommended levels of 1 space per 4 units.
- xvi. Expressed concern with the proposals that there would be more demand for parking.
- xvii. Adding another 8 apartments would increase the traffic levels.
- xviii. Any tall building needed to be a high-quality addition.
- xix. In summary the proposed development was detrimental in several ways:
  - a. overlooking and dominating its Humberstone Road neighbours; and
  - b. affecting amenity and increasing noise to Mayflower neighbours.

Mr Muir and Mr Grimshaw (Applicant's Representatives) addressed the Committee in support of the application.

Councillor Porrer proposed, and Councillor Thornburrow seconded deferring the application for the following reasons:

- i. there had been no response from the telecoms companies regarding alternative provision and would like more information regarding alternative provision. Was aware from previous experience in their ward that a certain height for equipment was necessary for telecoms equipment range; and
- ii. requested information regarding the area which would lose 5G coverage as the loss of telecoms was a material planning consideration; and
- iii. requested more information regarding the single aspect homes and how they would be ventilated and any sustainability measures which could be added; and
- iv. requested an overheating risk assessment prior to making a decision on the application;
- v. expressed concerns regarding the effect of the proposal on the amenity of existing tenants.

**Resolved (by 6 votes to 0 with 1 abstention)** to defer the application for the reasons stated above.

**24/36/Plan 23-04434-FUL 15 High Street Trumpington**

Councillor Gilderdale left the Committee before this item was considered and did not return.

Councillor Lokhmotova did not take part as a committee member in the discussion or decision making for this application.

The Committee received an application for full planning permission.

The application sought approval for the construction of a new dwelling following the demolition of the existing dwelling.

The Senior Planner updated their report by referring to details contained within the Amendment Sheet namely:

- i. two additional third-party representations in objection to the application had been received and were publicly available. One representation raised a previously raised material consideration and the other provided 3D visuals which were unverified. Officer's view was that the representations did not impact the officer recommendation; and
- ii. a correction to the officer's report at paragraph 7.1 (deleted text struck through and additional text underlined) - Representations have been received from ~~three~~ four neighbouring properties.

The Committee received a representation in objection to the application:

- i. The proposal ignored the neighbourly harmony of two bungalows, Menai and 15 High Street as enjoyed by the occupants for several decades.
- ii. The bungalows were screened from two storey buildings by 100ft tall trees at the east and north with no overlooking. This left Menai only receiving good sunlight from the south.
- iii. Due to the proximity, bulk, and scale of the proposed building this would result in the loss of Menai's only visual amenity space by overshadowing and creating a feeling of enclosure.
- iv. The developer described the future occupants as being greeted by a vista through the garden and sky. The proposed development would have the opposite effect for the residents of Menai.
- v. Referred to caselaw which stated that no-one had a right to a particular view, however the Landscape Institutes 2019 Technical Guidance on residential visual amenity emphasized the overall quality, experience and

outlook of gardens and outside domestic spaces available to occupants of residential properties.

- vi. In England and Wales, any building which had had uninterrupted light through its windows can claim a right to light. They had lived in Menai for 24 years. The proposed building would place a jarring, light obstructing mass of brick wall in front of their south facing bedroom and living room.
- vii. The developer's design statements did not clearly represent the impact of the proposed building on Menai. The developer's Shadow Study showed non-existent trees. The impact on Menai in winter was not shown. Pictures had been sent to the Case Officer.
- viii. The back windows of the proposed development would overlook their outdoor amenity space; pictures had been sent to the Case Officer.
- ix. Referred to caselaw setting out drainage easement rights and the burden imposed on the servient land.
- x. Replacing one bathroom without a bath and a small ensuite with four large bathrooms and bath was an excessive use of easement rights.
- xi. Urged the developer to plan their drainage access via Trumpington High Street for any new development on the site.
- xii. Referred to restrictive covenants on Land Registry title CB44309, which prevented the erection of a building until plans /specifications were submitted to the Transferor and approved in writing.
- xiii. Asked for the application to be rejected.
- xiv. Would not oppose a modern one storey family bungalow on the site.

Daniel Nicholls (Applicant's Agent) addressed the Committee in support of the application.

The Delivery Manager offered the following summary of amendments to the Officer's recommendation (as set out on p236 of the agenda) for the planning application reflecting Members' debate during the meeting:

To approve subject to:

- i. the planning conditions set out in the Officer's report with minor amendments to the conditions as drafted delegated to officers with the addition of a condition with regards to a first floor blinker being installed to the rear facing first floor bedroom window adjacent to Menai.

The Committee:



**Resolved (by 3 votes to 0 with 2 abstentions)** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer (with delegated authority to Officers to make minor amendments to the conditions as drafted) with the addition of a condition with regards to a first floor blinker being installed to the rear facing first floor bedroom window adjacent to Menai.

**24/37/Plan 24-00245-REM 111-113 Queen Ediths Way**

The application was deferred.

**24/38/Plan 24-00658-FUL 36 Peverel Road**

The application was deferred.

**24/39/Plan 23-03741-FUL 261 Mill Road**

The application was deferred.

**24/40/Plan Appeals Information**

The report was deferred.

The meeting ended at 6.28 pm

**CHAIR**

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<b>Planning Committee Date</b>	24 July 2024
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference</b>	24/00622/FUL
<b>Site</b>	Westbrook Centre Milton Road Cambridge Cambridgeshire CB4 1YG
<b>Ward / Parish</b>	West Chesterton
<b>Proposal</b>	Demolition of existing buildings, retention and re-use of part of the undercroft parking structure, erection of employment floorspace (Class E(g)) and cafe (Class E(b)) and alterations to the site layout including revised car and cycle parking, new drainage, associated hard and soft landscaping with a play area, and associated accesses and infrastructure works.
<b>Applicant</b>	Forge bio no.4 GP LTD acting in the capacity of general partner of forge bio no.4 L.P
<b>Presenting Officer</b>	Alice Young
<b>Reason Reported to Committee</b>	Third party representations Wider concern
<b>Member Site Visit Date</b>	-
<b>Key Issues</b>	1. Highways and Transport (connectivity) 2. Amenity
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions / S106
<b>1.0 Executive Summary</b>	

- 1.1 The application seeks planning permission for the demolition of existing buildings, retention and re-use of part of the undercroft parking structure, erection of employment floorspace (Class E(g)) and cafe (Class E(b)) and alterations to the site layout including revised car and cycle parking, new drainage, associated hard and soft landscaping with a play area, and associated accesses and infrastructure works.
- 1.2 Officers have identified that the proposed development would result in a minor level of harm to daylight to a bedroom and living kitchen dining room contained within Emmanuel House block of flats. This would mean that these rooms would likely experience a noticeable reduction in daylight and would likely appear gloomier as a result of the development.
- 1.3 However, officers consider that there are significant public benefits to the proposal which outweigh the minor amenity harm to result in officers being able to support the development. These public benefits include but are not limited to:
- making more effective use of brownfield employment land
  - boosting the supply of much needed office / R&D / lab space in a highly sustainable location
  - creating of circa 1,050 Gross FTE jobs during operation, plus additional construction jobs
  - being of high-quality architectural design which preserves and enhances the setting of the conservation area
  - creating a series of useable and multi-functional public spaces (including a new public play and games area with design input from Milton Road Primary School)
  - EV charging that can be used by the community
  - Social outreach programme
  - delivering a modal shift to more sustainable and active transport modes
  - providing high quality cycle parking designed with the users' journey in mind to promote active travel
  - achieving a target BREEAM rating of 'Excellent'
  - reducing in water use compared to the existing buildings
- 1.4 Overall officers consider that the proposal would result in a high-quality development which would have a positive social, economic and environmental impact. Therefore, Officers recommend that the Planning Committee **APPROVE** the application subject to conditions and S106 obligations.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area	x	Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	
Building of Local Interest	x	Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

- 2.1 The site is a brownfield employment site, comprising four three storey 1980s office blocks with undercroft parking, arranged to create internal courtyards. The existing buildings are encircled by Westbrook Drive which serves as the sole access to the Lilywhite Drive residential development to the north-west. Along the southern and northern and part of the western and north-eastern boundaries are mature trees. These are not protected but do fall within the application site.
- 2.2 The site falls within the Mitchams Corner Opportunity Area (policy 22) and adjacent to the Mitchams Corner District Centre. Directly east of the site along Westbrook Drive, there are four two and a half storey residential dwellings. To the east of the site fronting Milton Road within the District Centre, there are two storey semi-detached properties which are a mix of residential and commercial uses, six of which are BLIs (nos. 9-19 (odd) Milton Road). In contrast to these domestically scaled buildings, to the north-east adjacent is the Cambridge Manor Care Home and Fellows House Hotel which are four storeys in height and span a larger footprint.
- 2.3 To the north, along Gilbert Road, the form reverts back to a domestic scale comprising two storey detached and semi-detached dwellings set back from Gilbert Road that have a well vegetated character. To the west, there is the Lilywhite Drive residential development which is comparatively higher density, with two blocks of flats sited directly adjacent to the site totalling five storeys, and three storey townhouses.
- 2.4 To the south-west are the Victoria Homes Almshouses which are single storey in scale and noted as important to the character and appearance of the conservation area. Corona Road, which comprise two and three storey Victorian terraced dwellings, is located to the south of the site. The Student Castle student accommodation scheme abuts the boundary to the south.

2.5 The Castle and Victoria Conservation Area boundary skirts the southern site boundary so the site can be seen within and forms the setting of the conservation area. The most notable views are from Corona Road to the south and from Victoria Road/ the Victoria Homes site to the south-west. Victoria Homes Almshouses site also is designated as protected open space (LP policy 67) and is categorised as private amenity green space.

### **3.0 The Proposal**

3.1 The proposal seeks planning permission for the demolition of existing buildings, retention and re-use of part of the undercroft parking structure, erection of employment floorspace (Class E(g)) and cafe (Class E(b)) and alterations to the site layout including revised car and cycle parking, new drainage, associated hard and soft landscaping with a play area, and associated accesses and infrastructure works.

3.2 The proposed development would provide 34,284 sq. m GIA of floorspace (excluding undercroft car parking areas) for R&D life science use which is projected to deliver over 1,000 full time jobs. The development comprises three buildings connected via a 'platform' ground floor extension above the retained undercroft/ semi-basement level. Within the ground floor platform, there would be a communal reception and publicly accessible café that has spill out seating on the terrace.

3.3 The buildings proposed have been designed to:

- be BREEAM excellent standard
- be optimised for operational and climate adaptability with a +120-year life (evidenced by the whole life carbon strategy)
- use 39% less water than the existing, by incorporating measures such as rainwater harvesting for an autonomously irrigated landscape
- create a modal shift towards sustainable and active travel to and from the site

3.4 Surrounding the buildings the public realm will be re-landscaped into four character gardens which include a play area, outdoor working areas and active leisure areas. Westbrook Drive and vehicular access to Lillywhite Drive will be upgraded as part of the development, as well as the provision of a new pedestrian access link to Lillywhite Drive. The proposal provides 192 car parking spaces including 88 electric vehicle spaces (a net reduction of 95 spaces compared to existing) and 864 cycle parking spaces, a net increase of 814 spaces.

3.5 The application has been amended to address representations and further consultations have been carried out as appropriate.

3.6 The proposal has evolved collaboratively through a planning performance agreement (PPA) pre-application process with the applicant and their design team. The application has been through a thorough design process with multiple pre-apps, a Disability Panel, Design Review Panel (Appendix

A), Development Control Forum (Appendix B) and Pre-app Member Briefing.

3.7 The application is accompanied by the following supporting reports:

- Air Quality Assessment;
- Arboricultural Assessment including Tree Survey
- Archaeological Assessment;
- Bat Survey Report;
- Biodiversity Net Gain Report (including metric);
- Construction Environmental Management Plan
- Circular Economy and Whole Life Carbon Assessment;
- Daylight and Sunlight Assessment;
- Demolition & Environmental Management Plan;
- Design and Access Statement (including access strategy),
- Lighting Strategy;
- Drainage Strategy (including SuDS and FRA);
- Economic Statement;
- Energy Statement;
- Fire Technical Note;
- Health Impact Assessment;
- Heritage, Townscape and Visual Appraisal;
- Landscape Masterplan and Report;
- Noise Impact Assessment;
- Planning Statement;
- Preliminary Ecological Assessment;
- Solar Glare Report;
- Statement of Community Involvement;
- Sustainability Assessment;
- Transport Assessment;
- Travel Plan; and
- Water Assessment.

#### 4.0 Relevant Site History

Reference	Description	Outcome
23/04680/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Partial demolition of existing buildings and erection of new floorspace (within Class E(g)) above retained basement level and alterations to the site layout including revised access arrangements, hard and soft landscaping and associated infrastructure works.	Screening not required

23/02142/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Partial demolition of existing buildings and erection of new floorspace (Class E) above retained basement level and alterations to the site layout including revised access arrangements, hard and soft landscaping and associated infrastructure works.	Screening required
22/50543/PREAPP	Demolition and redevelopment of existing buildings.	Pre-app amber

4.1 The proposed development has been screened twice. The first screening opinion concluded that as there was insufficient evidence to demonstrate no to harm the water environment or that sustainable water supplies can be provided, the development is considered EIA development. The proposal was re-screened with submission of a water resources assessment. As this assessment demonstrated that the proposed development, through mitigation measures, would decrease the potable water demand below that of the existing site usage, officers then concluded that the development would now be unlikely to have significant adverse impacts on the environment / water resources.

**5.0 Policy**

**5.1 National**

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

ODPM Circular 06/2005 – Protected Species



## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development  
Policy 2: Spatial strategy for the location of employment development  
Policy 14: Areas of Major Change and Opportunity Areas  
Policy 22: Mitcham's Corner Opportunity Area  
Policy 28: Sustainable design and construction, and water use  
Policy 29: Renewable and low carbon energy generation  
Policy 31: Integrated water management and the water cycle  
Policy 32: Flood risk  
Policy 33: Contaminated land  
Policy 34: Light pollution control  
Policy 35: Human health and quality of life  
Policy 36: Air quality, odour and dust  
Policy 40: Development and expansion of business space  
Policy 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 58: Altering and extending existing buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall buildings and the skyline in Cambridge  
Policy 61: Conservation and enhancement of historic environment  
Policy 64: Shopfronts, signage and shop security measures  
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 72: Development and change of use in district, local and neighbourhood centres  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management  
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

## **5.3 Neighbourhood Plan**

N/A

## **5.4 Supplementary Planning Documents**

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

Health Impact Assessment SPD – Adopted March 2011  
Landscape in New Developments SPD – Adopted March 2010  
Open Space SPD – Adopted January 2009  
Public Art SPD – Adopted January 2009  
Trees and Development Sites SPD – Adopted January 2009  
Mitcham’s Corner Development Framework SPD (2018)

## 5.5 Other Guidance

Castle and Victoria Road conservation area (adjacent to, not within)

## 6.0 Consultations

### 6.1 County Highways Development Management – No Objection

6.2 No objection subject to the below conditions:

- Traffic management plan condition
- A condition restriction of demolition/ construction vehicles
- A condition requiring the provision of a new pedestrian and cycle link connecting the site to Corona Road

### 6.3 County Transport Team – No Objection

6.4 **(28<sup>th</sup> March) Holding objection:** The Proposed Development will provide circa 24,498 sqm NIA floor space and is assumed to have a maximum occupancy of 1,626 people. This maximum occupancy has been calculated based on the following: Office - 1 employee per 11 sqm; and Lab - 1 employee per 20 sqm (assumed 1 per 28 sqm GEA and NIA:GEA ratio of 70%). This has been calculated using the Greater Cambridge Employment and Housing Evidence Update (2023) and is acceptable. Further information should be provided detailing the daily 24 hr trip generation totals for both the existing and proposed development, broken down by mode, as well as the peaks that have already been provided. The TA should provide further info on what facilities are at the local bus stops, in terms of RTPI, shelters etc and whether any further improvements can be made.

6.5 To support sustainable travel, the Proposed Development will provide 864 cycle parking spaces which is an overprovision of 409 spaces based on policy requirements for employees Westbrook Centre, Milton Road, Cambridge 24/00622/FUL City 2654 TRANSPORTATION COMMENTS PREPARED BY: Transport Assessment Team DATE: 28th March 2024 2 and 47 spaces from the policy requirements based on floor area. This approach is supported by CCC to ensure adequate cycle parking is available. In accordance with the CCC Local Plan, the Proposed Development will have no net increase in car parking, and instead decrease from the existing provision (287) to provide circa 192 car parking spaces, the equivalent to one space per 158 sqm. This approach is in accordance with the plans for the local area.

- 6.6 Recommended conditions:
- Travel Plan
  - Parking Management Plan
- 6.7 Recommended contributions:
- For future car parking restrictions (and any potential extensions to the controlled parking zone, if displacement occurs)
  - GCP sustainable transport improvements on Milton Road or Mitchams Corner
- 6.8 **2<sup>nd</sup> Comment (11<sup>th</sup> June)**: No objection subject to the recommended conditions and contributions.
- 6.9 The additional information now provides all trip generation information requested and it shows that there are currently 2,6161 all mode two-way trips over the duration of the day. The proposed development would generate a total of 2,504 all mode daily two-way trips. Further information has been provided regarding bus links. Additional information was provided about car parking and this is accepted and further management details can be decided upon by the applicant for the parking management plan once the building has been built.
- 6.10 Active Travel England – Deferral**
- 6.11 As far as can be determined from the submitted documents the application does not provide sufficient information for Active Travel England (ATE) to be assured that the design of the development, proposed active travel infrastructure and travel plan will create an environment that supports and embeds active travel. The high number of daily cycle trips (1,000) is ambitious but is unlikely to be realised unless approach to off-site / access infrastructure matches the on-site ambition. ATE supports the recommendations made by the highway authority for conditions and obligations and understands that details are being discussed.
- 6.12 No details have been provided of any changes to the access of Westbrook Road with Milton Road, while it is understood from the text that a discussion was had with the highway authority and there was no requirement for a side road treatment, it appears that there may be a need to connect with the proposed crossing of Milton Road and ensure that cyclists from the east can access the site in a location where the proposed bus lane, floating bus stop, pedestrian/cycle crossing, landscaping and access make a complex layout.
- 6.13 No detailed layout with dimensions of the proposed internal access road could be found in the submitted documents. While ATE supports the prioritisation of pedestrian and cycle movement there appears to be discrepancies between the drawings and text as to what is provided. It is not clear the extent of footway provision, whether the intention is to

provide on road cycle lanes or that cyclists mix with traffic and the design will prioritise them as stated in the transport assessment. It is not clear what traffic calming is to be provided to ensure the 20mph is adhered to or whether any crossing points are to be provided. In accordance with NPPF paragraph pedestrians and cyclists should be given priority (116) and clear and accurate plans should be provided (140). The designs should accord with LTN1/20.

**6.14 Lead Local Flood Authority – No Objection**

6.15 No objection subject to the below conditions:

- Surface water drainage condition
- Surface water run-off management plan
- SuDs survey
- Green roof informative
- Pollution control informative

6.16 The submitted documents demonstrate that surface water from the proposed development can be managed through the use of a combination of blue and green roofing, tanked permeable attenuation, and geocellular attenuation, discharging surface water from site via flow control at 19.5l/s into the existing surface water sewer. This is substantial betterment from the existing brownfield site. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

**6.17 Environment Agency – no comment.**

**6.18 Anglian Water – No Objection**

6.19 No objection subject to:

- A surface water drainage condition
- Several informatives regarding:
  - notification for connection to public sewer
  - protection of existing assets
  - building near a public sewer
  - adoption

6.20 Foul water: The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission. The sewerage system at present has available capacity for these flows.

6.21 Surface water: The Flood Risk Assessment and SUDs Strategy states that the discharge rates onto Anglian Water surface water network would be one of 5l/s and one of 19.5l/s onto the existing storm system as an overflow. We require a drainage strategy clearly detailing where in the Anglian Water the point of connections will be. Anglian Water will only permit the greenfield rate 1 in 1 year discharge rate. If the developer is proposing to utilise the existing connections, we would require evidence of the existing connections and existing discharge rates. We would therefore recommend that the applicant consults with Anglian Water. Further assessment is required to establish whether network reinforcement is required, please note that this assessment and any necessary reinforcement work will be at the developers cost. This can be secured via planning condition.

## **6.22 Urban Design – No Objection**

6.23 1<sup>st</sup> Comment: No objections subject to the below conditions:

- Architectural details at 1:20 scale
- Materials
- Sample panel
- Elevations of building 3
- Rooftop plant
- Signage

6.24 The new building will replace a somewhat tired looking 1980s blocks, and although a minor change is sought to the elevation of Block 3, as outlined above, the design represents a higher calibre of architecture. Additionally, the proposals offer improvements to the public realm and landscaping, as well as enhanced public access and provision of facilities.

6.25 Scale and massing: The blocks closest to the conservation area have been designed to be lower, with the tallest block (Block 3) situated towards the north end of the site. Additionally, Blocks 2 and 3 feature setbacks and terracing to minimize the visual impact of their height and massing, while also addressing residential amenity. It is regrettable, however, that the terracing isn't more substantial, as this would further reduce the massing and provide more outdoor work areas. Nevertheless, the proposed measures adequately address concerns regarding the height and massing of the proposals.

6.26 2<sup>nd</sup> Comment: The applicant has submitted a revision to the north elevation of Building 3 in response to a comment made on the original submission. The proposed amendment is acceptable.

**6.27 Access Officer – no comment**

**6.28 Conservation Officer – No Objection**

6.29 No objections subject to a brickwork condition.

- 6.30 The site is directly adjacent to the Castle and Victoria Road Conservation Area. The main concern with the proposal is the impact that the development would have on views out of the conservation areas.
- 6.31 View 10: This view is through the Victoria Homes towards the existing buildings and is highlighted on the Castle and Victoria Road Conservation Area Appraisal as a view which detracts. It is agreed that the red brick of the existing development attracts the eye and detracts from the Victoria Homes buildings which are depicted as Buildings Important to the Character in the appraisal.
- 6.32 The new proposals are of greater height and massing, but with layering and a more appropriate tone of materials, being more considerate of the location, it means that this view is greatly changed from the existing. With the buildings being of greater height and mass, even with the layering of the floors, with the blocks getting higher as they are further into the site away from the conservation area, it would not be considered that the new development would be an enhancement. However it is not considered that it has any greater impact on the character or appearance of the conservation area than the existing situation because it would still be read as being in the background of the Victoria Homes with material tones which work better with those properties which are Buildings Important to the Character.
- 6.33 View 11: This view is down Corona Road. The proposed new development is of greater height and massing than the existing. It sits just above the tops of the trees, replacing one modern development with another. Although this is a change of view it is not considered that it would be detrimental to the setting of the conservation area. It is of greater height than the existing, but the proposed new development is articulated and the tone of the materials is more akin to the historic buildings in the local area. Again this is a change to the views out of the conservation area which would not be enhanced by the proposals due to the new massing and height, but it would not be any more detrimental than the existing view.
- 6.34 It is considered that the proposal will preserve the setting of the conservation area for the reasons set out above. The proposals will meet the requirements of Local Plan policy 61 for the reasons set out above.
- 6.35 County Archaeology – No Objection**
- 6.36 The Archaeological Desk Based assessment indicated that we may recommend archaeological field investigation due to the potential for early medieval surviving deposits. However, due to the nature of the very significant disturbance this site has seen in the post medieval period our assessment of the potential indicates that potential for survival is negligible and therefore further work would not be proportional.
- 6.37 Senior Sustainability Officer – No Objection**

- 6.38 1<sup>st</sup> Comment (20/03/2024): No objection subject to conditions requiring:
- BREEAM design stage certification
  - BREEAM post construction certification
  - Water calculator
  - Rainwater harvesting
  - Water metering
- 6.39 The approach to sustainable design and construction and water use are all welcome. However, Wat04 credit for water efficient equipment is not being targeted and it is recommended that this is met. Other lab spaces across the city are targeting this BREEAM credit. It is noted that the developer remains open to other mitigation measures related to water efficiency, with reference made to collaboration in chalk river restoration projects.
- 6.40 2<sup>nd</sup> Comment (30/04/2024): The applicant has confirmed that Wat04 credits related to water efficient equipment is targeted in terms of irrigation, which is welcomed. Process loads have not been included as the final tenant is not yet known. In order to secure the most efficient equipment possible as part of the tenant fit out, a planning informative is recommended.
- 6.41 Landscape Officer – No Objection.**
- 6.42 1<sup>st</sup> Comment: Throughout the process, Landscape has had concerns about the impact the height and scale of Building 3. It is considered that the building form has reached an acceptable form and design, but that the presence of the plant screen has a negative impact. While at each iteration, the impact lessened by degrees, it is considered that the final state has not achieved enough betterment to mitigate the impacts which arise in Views 6 and 7.
- 6.43 View 6 is a representative view from the public footway along Gilbert Road at Gurney Way. We requested it as a representative view for not only the public interface but also to interrogate the level of impact for the residential amenity of the houses seen in the view. It is clear that the building has been amended to step back and provide a good level of articulation. This is diminished by the diagonal axis on which the building is viewed which enhances the sense of scale and dullness of the plant screen which causes the negative impacts. It is considered that the plant area for Building 3 must be set back further, be lower or more focused so that it does not appear as another storey to the building.
- 6.44 View 7 is a very similar situation. The additional plant screen on the building which is again experienced on a diagonal enhancing the sense of scale, puts the impact of the development over the top.
- 6.45 Landscape considers that reductions/amendments to the plant screen to Building 3 to reduce the overall sense of height, mass and bulk at the

highest levels of the proposals is needed to achieve acceptability. It is understood that the proposals are speculative and therefore predicting what will be needed in the way of plant is unknown but it is considered that limits to what is achievable on the roofscape is needed to address this concern.

- 6.46 View 10. Landscape does not have concerns over the heights and scale in this view but is mindful that tree planting plays a central role in mitigating the impact by enhancing the separation of the forms of the new buildings and the existing Almshouses. Tree planting is not as dense as expected in this area which we would like to strengthen a bit more but will likely be seen in more detail under the Hard and Soft Landscape condition.
- 6.47 The landscape design is complex and designed to work hard and has been achieved through successful dialogue during the preapplication process. Landscape has no concerns with the overall design and concept, though there is a sense that some details will need to be worked out under condition.
- 6.48 Overall, the proposals are generally acceptable, though landscape has concerns over the impacts on Townscape that the plant screen on Building 3 has. It is felt that this could be addressed prior to determination or under a bespoke condition which should aim to regulate the amount of plant screen as well as the height and materiality of it.
- 6.49 2<sup>nd</sup> Comment (09/05/2024): No objection subject to conditions. The amendments have not made any changes to the plant screen but it has provided us with the requirements of the plant spaces. It is considered that while there is a negative impact to the presence of the plant screen which are illustrated in Views 6 and 7, there is scope for the screen to have less horizontality than shown in the elevational views. Given the urban nature of the surrounding context, it is considered that a condition which can allow us to consider option for materiality and shape and thus give the plant screen more architectural quality would be an acceptable mitigation.
- 6.50 Recommended conditions:
- Hard and soft landscaping
  - Tree pits
  - Biodiverse roof
  - Rooftop plant - bespoke
- 6.51 Ecology Officer – No Objection**
- 6.52 Subject to conditions requiring submission of:
- Construction ecological management plan
  - Lighting design strategy



- BNG plan
- Ecological enhancement plan

6.53 Neither the Preliminary Ecological Appraisal nor the Bat Survey Report identified any requirement for a protected species licence to be obtained prior to works commencing. Non-licensable avoidance and mitigations are proposed to remove any residual risk of harm or disturbance of protected species. The BNG plan submitted shows a minimum of 10% BNG delivered which is acceptable.

**6.54 Natural England – no comment**

**6.55 Tree Officer – No Objection**

6.56 Significant tree removal is required to accommodate the development. However the majority of removals are internal and their wider landscape value is limited. In addition the layout accommodates replacement planting, including locations for trees of stature, that will mitigate the loss of the canopy cover in the long-term.

6.57 Recommended conditions:

- Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP)
- Council Tree Officer site meeting
- Tree protection implementation
- Replacement planting if trees are removed that were proposed to be retained

**6.58 Environmental Health – No Objection**

6.59 1<sup>st</sup> Comment (20<sup>th</sup> March): Insufficient information. Further information required regarding air quality impacts arising from the operation stage of development and the noise impact arising from the service yard.

6.60 (3<sup>rd</sup> May): Insufficient information. The noise impact assessment demonstrates an adverse noise impact to the nearest noise sensitive receptor locations, particularly at the north service yard. Recommends applying character corrections and reassess, clearly identifying what the noise impacts would be to the nearest residential windows with consideration of these being open and appraise / include provision of an acoustic screen along those nearest boundaries, and clearly demonstrate what impact this will have in terms of noise attenuation at receptor locations behind it.

6.61 2<sup>nd</sup> Comment (12<sup>th</sup> June): **No objections** subject to conditions.

6.62 The ‘excess over rating’ at the site boundary of the north service yard remains +8dB. As an additional suggestion, the latest evidence proposes to reduce the number of allowable LGV deliveries to the north service yard from 2 per hour to 1 per hour which, by calculation, will result in a

reduction of up to 4dB on the 'excess over rating'. This is welcomed and, when considering the restrictions already committed to (northern service yard is restricted to avoid large HGVs; liquid nitrogen deliveries will be restricted to the southern service yard only; deliveries will not be made outside of daytime or late evening and trolley and roll cages will incorporate polyurethane wheels), we consider this latest proposal to be a reasonable compromise.

**6.63 Recommended conditions:**

- Unexpected contamination
- Material management plan
- Odour control
- Demolition environmental management plan
- Construction environmental management plan (compliance)
- Plant/ equipment noise assessment and insulation scheme
- Noise impact assessment for the play area
- No music in external amenity area / play area
- Restricted hours for external amenity / play area
- Servicing and delivery management plan
- Site wide deliveries and collection hours
- EV charging (compliance)
- Artificial lighting

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

6.65 The site falls within an area of high risk to vulnerability for crime. This is already a very permeable location, I agree with the comments from the residents of Corona Road, there are enough access points towards the school there would not be a requirement to increase the risks for crimes to be committed with the introduction of an additional, access route. Our recommendation would be not to add any additional footpaths to the area. Current video surveillance systems should be extended to ensure that the bicycle parking facility is within view of the cameras. Sheffield stands should be secured into the ground (not bolted down) as per Secured by Design guidelines. Advise on external doors, windows and security glazing certification standards. I believe this re-development could achieve the "Secured by Design" (SBD) commercial 2023 accreditation with consultation.

**6.66 Fire Authority – No Objection**

6.67 There is currently a quantity of 6 private fire hydrants on site and these will need to be retained, if not then there will need to be a condition applied to ensure enough fire hydrants are installed to cover the premises.

**6.68 S106 Officer – No Objection**

- 6.69 Given the scale of the proposed development on this site, it is proposed that the City Council requests:
- £100,000 (plus indexation) towards the provision of and / or improvement to and enhancement of the off-site infrastructure facilities at Jesus Green (including the open space facilities and Rouse Ball Pavilion) to mitigate the impact of increased use from the development and the net increase of employees using the site.
  - Submission of a Construction Employment and Skills Plan (prior to development) and implement for no less than 20 years from first use
  - Submission of an Occupation Employment and Skills Plan (prior to first use) and implement for no less than 20 years from first use
  - Submission of a Community Access Agreement (prior to first use)
  - £2,200 for monitoring and administration of S106
  - A further additional fee of £500 for each instance where the Council is required to provide written confirmation of an obligation.

**6.70 Disability Panel Meeting of 5 September 2023**

6.71 The Chair advised that:

- patches of light and shade can be confusing to those who are visually impaired, and that they can sometimes be minimized by shading on the glass or netting.
- in the reception area particularly, it is quite important to have a have a good colour contrast between the areas and the dropped kerb, as well as a loop on the reception.
- hybrid designs for changing rooms and toilets and offered to send the applicant details of this.

6.72 Consultation had taken place with the nearby sheltered alms houses and that, although they are not seeking a direct connection with the site, they would welcome the opportunity to use it.

6.73 Blue badge parking will be located in the basement and that visitors with Blue Badges will be able to park nearer the entrance. A taxi drop off and accessible drop off would be along Westbook Drive, and there would be provision for mobility scooters.

**6.74 Design Review Panel Meeting of 14<sup>th</sup> September 2023**

6.75 The project is a well-considered 'Factory for Science' that has sought to integrate landscape and buildings. The Panel concludes that the scheme ought not only to be flexibly designed but that it should better recognise

the site's unique location and lean into its predominantly residential, mixed use surrounding context. The overriding impression of the proposal is that all of the buildings are in the centre of the site and the community has to move around it. An analysis and balance of public and private spaces, alongside the creation of pedestrian connections would help the building to integrate into its context. With the café being the only built element that serves the community, adding other commercial uses such as a creche and/ or a gym - that also create employment - should be considered.

- 6.76 There has been some strong thinking around sustainability, retrofit and hybrid solutions although as yet, the Panel is not convinced that in sustainability terms, it really would be better to demolish the existing buildings. In sustainability terms too, the transport strategy presented is not progressive; there is too much car parking and not enough cycle parking proposed. The development deserves to be car-free.
- 6.77 In conclusion, the Panel questions several fundamental issues arising from the proposal:
- Why the three buildings are joined together by a central podium;
  - The use of the under-croft for car and cycle parking;
  - Plant being placed on the roof of each building, when the rooftops could have a range of uses, including extensive on-site renewable energy generation with more PVs, workspace, and open space for employees to enjoy views; and
  - The scale, height and massing remain unresolved for building 3 – more work is required in terms of its proportions, and the extensive setbacks/ terraces that are currently difficult to read.
  - The lack of on-site co-located / shared community uses serving employees and the resident population in the local area.
- 6.78 A copy of the review letter is attached in full at appendix A.
- 6.79 Development Control Forum (DCF) of 16<sup>th</sup> April 2024**
- 6.80 There were two petitions heard at the DCF and these were for and against the potential introduction of pedestrian and cycle links to the site from Corona Road and Gilbert Road.
- For
- 6.81 24/00622/FUL fails to provide new pedestrian access to the Westbrook Centre from Gilbert Road, Corona Road and Lilywhite Drive that are included in the Mitcham's Corner Development Framework. These links would serve to improve the walking network in the area, enabling quicker and safer walking routes (especially for children walking or cycling to nearby schools), reducing congestion and air pollution. The application therefore does not meet policy 5, 22 and 80 of the Cambridge Local Plan

(2018). These links should be delivered, wide and well-lit with good sightlines and natural surveillance.

Against (link to Corona Road)

6.82 The cut-through to Corona Road was removed from the original proposal after the developer consultation period based on strong, united objection from local residents. The cut-through would be unsafe, inappropriate, and not in keeping with Cambridge planning policies.

6.83 A copy of the review letter is attached in full at appendix B.

## **7.0 Third Party Representations**

7.1 100 representations have been received.

7.2 Those in objection have raised the following issues:

Highway safety and connectivity

- One way in and out for residents of Lilywhite Dr and for contractors during construction
- How will the access to Lilywhite Drive be managed during construction
- Link to Gilbert Road should be provided to increase permeability and a safe route to Chesterton Community College for residents
- Link to Corona Road and Lilywhite Drive should be provided which are included in the Mitchams Corner Development Framework
- Links provide a vital opportunity to avoid the dangerous pinch-point in front of Portland Arms
- Links will reduce car use and enhance the sense of community cohesion without having an adverse impact on privacy.
- Any security concerns can be mitigated by good-quality CCTV, designing paths for visibility, and lighting
- It fails to provide new pedestrian access to the Westbrook Centre from Gilbert Road, Corona Road and Lilywhite Drive that are included in the Mitcham's Corner Development Framework. These links would serve to improve the walking network in the area, enabling quicker and safer walking routes (especially for children walking or cycling to nearby schools), reducing congestion and air pollution.
- Prioritising cars over pedestrians and cyclists
- increased vehicle movements will increase motor vehicle movements, increasing noise, pollution and danger to pedestrians
- As the links are not provided, the development doesn't comply with Policy 5, 22, and 80 and with Policy AT10 in relation to Active travel
- Object to the links being provided as it would push traffic into residential streets and increase the use of a dangerous entrance on the gyratory as it is a blind corner (Corona Road)

- Safety concerns with the links being provided as it could lead to increased conflict as the streets are narrow
- Additional crime and perception of safety – agree with the designing out crime officer. more vulnerable to antisocial behaviour.
- The inclusion of these cut throughs without addressing the issues of the gyratory will not provide safe and appropriate access. Adding another entry point for pedestrians and cyclists directly onto a dangerous and unsuitable gyratory which has limited visibility from Corona Road does not constitute promotion of sustainable modes of transport.
- Corona Road is a narrow cut-de-sac with narrow pavements and leading to minimal space for turning vehicles if the link is provided. It would be unable to safely support any increase in either cycle or pedestrian traffic. The junction between Corona Road and the gyratory is as previously stated difficult and dangerous especially for cyclists and pedestrians.
- The Milton Road Westbrook Drive junction will become a choke point with the increased traffic
- A Lilywhite Drive to Chesterton Community College link should be provided
- The routes if provided would not be overlooked outside of working hours and so would not be safe outside of these times
- How long is the community meant to use this unsafe cut-through before safety and sustainability changes are able to begin in Mitcham's Corner?
- Question the need for the cut through and how useful it will actually be to the community
- Concern that electric scooters would use the cut through which would result in conflict
- Taking the cut-through recommendation in isolation 10 years later is non-sensical and dangerous - it would merely add more traffic to the most unsafe segment. Unfortunately the Mitcham's corner redevelopment plan has stalled and shows no signs of progressing, and it should therefore not be considered in the current debate.
- Walking isochrones for a 20 minute journey are circular with no clear bias East vs West.

#### Amenity

- Scale would result in an impact to residents' views, daylight and sunlight for Lilywhite Drive and Emmanuel and Fellows House
- Daylight and sunlight report states windows would be impacted but discounts the impact due to the balconies and also they assume bedrooms need less light than living spaces and additionally implies they know how the rooms in each individual apartment in Fellows and Emmanuel Houses and the affected houses are used.
- Student accommodation on Milton Road should be given the same weight as dwellings – there will be a light impact.
- Scale is intrusive to residents

- Noise impact to Corona Road residents if link down Corona Road was delivered
- Noise impact – working hours need to be reduced, no working on weekends and bank holidays
- Noise impact from plant and deliveries/ servicing which faces Emmanuel House
- Noise and dust impact from demolition and construction – independent environmental monitoring agencies should be used
- The noise assessment relies on Lilywhite Drive flats having ‘high embedded sound insulation’ but this is an assumption. Limited analysis has been provided on the impact here.
- Loss of privacy resulting from the increase in glazing and the loss of vegetation to make way for the Corona Road link
- Loss of light to Student castle scheme
- potential toxic air disposal or contamination to the residential area
- require assurance that no parking and no lorries or machinery will be allowed on Lilywhite square or elsewhere on the estate and that there will always be free passage to and from the Lilywhite estate for residents.
- drainage and other services, including sewage, internet and electricity will be compromised by major works on the site
- noise from the play area to Lilywhite Drive residents and the Fellows Hotel
- access during construction will need to be managed affectively to ensure ease of access for parents and children at pick up and drop off

#### Scale

- Strongly object to the scale, not in keeping with the area
- Does not comply with the Design Code for this area of the city which states that West Chesterton should retain mid rise character and justification should be given for an increase in height, scale and form
- Solid screen or acoustic louvre proposed 4m above roof level increasing height further
- Impact of the scale on Lilywhite Drive green space, it would be obstrusive

#### Miscellaneous

- How is contractor parking going to be manged
- Can Lilywhite Drive residents use the EV chargers and the parking outside of work times?
- Skips should not be stored in Lilywhite Drive
- No turning should take place in Lilywhite Drive
- The play area should be designed to prevent children from unintentionally moving out into the road to Lilywhite Drive
- Asbestos contamination should be clearly communicated on how it will be mitigated and reported. No asbestos risk assessment has

been undertaken and independent monitoring should be carried out.

- Independent environmental monitoring agencies should be engaged to ensure transparency and accountability
- Could plant be moved to undercroft level away from residents
- Could living walls be used to shield the plant area
- Consultation of residents was not long enough
- Limited information on the occupiers of the building and the specific building use and layout
- Inaccuracies in the CEMP
- The consultants consistently under-played the extent of opposition to the proposal for more access to and from the development both in informal feedback and surveys from the earliest point among those directly affected by the proposal. Many residents of Lilywhite Drive entirely support the position of Corona Road residents opposed to the proposal, others do not.
- If there becomes an oversupply of life science uses, security difficulties may become a reason this site does not thrive.
- 17 Milton road requests access to the site from their rear garden for services
- High and strong boundary treatments
- The design faults of the existing buildings have been exaggerated to make demolition seem inevitable. It could be adapted for re-use.
- Object to it being flexible and it being changed to residential.
- it is imperative that any 'public' spaces being proposed in this plan indeed remain public in perpetuity. Previously there have been issues with Westbrook centre management and administrative staff being extremely unwelcoming to residents of Lilywhite drive walking through.

7.3 Those in support (30) have raised cited the following reasons:

- creating a Life Science hub within the centre of Cambridge is a positive redevelopment of the Westbrook site
- Access is fine as it is
- Love the design of the buildings, the café idea and green space provision
- Lilywhite Drive should only have a single access to ensure security and peaceful character
- It is dismaying that many of the objections listed in this application (approx. 50%) have come from people who do not live in the area and will therefore not be impacted by their demands.
- For cyclists (both adults and children) commuting down Victoria Road and using a hypothetical Corona Road cut-through to access their workplace at the Westbrook Centre or Chesterton/Milton Road schools there is no safe way for them to make the return journey. During rush hour, they would cycle through the Corona Road cut-through and, due to the flow of traffic on a one way system, be unable to turn right to go back up Victoria Road. Many would



instead turn onto the very narrow footpath, not only in breach of the highway code but also forcing and endangering pedestrians/pushchairs etc coming in the opposite direction into the road.

- Without significant changes to Mitcham's Corner this would not be safe for either pedestrians
- Love the design of the buildings, the café and green space

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

8.1 Camcycle has made a representation objecting to the application on the following grounds:

- Without the improvements to walking and cycling links, the proposal would have no positive contribution to the city
- Only 75% of cycle parking is secure
- Guest cycle parking is not convenient, it is either up a narrow and inconvenient ramp or up a number of steps
- The cycle spaces to the rear of the site are unlikely to be used if the links to Corona and Gilbert Road are not delivered
- While the target mode share of 75% is admirable, without the required improvements to the walking and cycling network the target will not be achievable.
- Monitoring and management through a travel plan is important to create an environment which encourages cycling first and then monitor the demand to adjust provision accordingly.
- The high use of two tier stands devalues the experience for cyclists.

8.2 Better walking for West Chesterton, Camcycle and Living Streets have also objected to the application for the following reasons:

- The lack of cycle and pedestrian links means that the development fails to promote active travel.
- The block surrounding the Westbrook Centre is impermeable, with poor links to get to local schools and the rest of the city. This disproportionately affects young children, the elderly and disabled people.
- Mitchams Corner SPD seeks to improve connectivity and proposes new pedestrian and cycle links through the area, including four connecting the Westbrook site.
- The Fellows Hotel site was meant to provide a link and the Westbrook Centre owners prevented this being delivered.
- The application is the last opportunity to deliver these links.
- Over 350 signatures in favour of the new walking links.
- Attractive and well-connected permeable streets encourages walking and cycling, in turn improving health, reducing energy use, traffic and pollution. This increases road safety, personal security, strengthens communities and encourages a pride in and sense of ownership of the environment.

- Quicker journey times and more public benefit for the community facilities provided on site.
- Safety concerns raised by third parties can be overcome through design interventions, such as CCTV, managed access and wide open links.

8.3 Victoria Homes (charity providing sheltered housing for elderly) have made a neutral representation:

- The proposed new building is clearly a very large replacement building.
- It would be helpful to have some additional elevations showing the height of the proposed buildings in relation to the height of the buildings surrounding the site.
- request that the additional tree stock to be planted are as mature as possible from the outset, so as to minimise the visual impact
- materials should minimise the visual impact
- noise during construction and operation (both in long and short term)
- request temporary screen along the site boundary to minimise noise and dust during construction
- construction hours should not include weekends
- support the Corona Road residents in asking for the Mitcham's Corner upgrading work to be completed before any access links are considered
- concerned that the Homes current parking facilities will be abused with unauthorised parking as a result of the inadequate car parking provision on the Westbrook Centre site.
- S106 funding to assist the Homes in resolving parking problems and abuse of the Homes parking facilities
- 

8.4 Cambridge Past, Present & Future have objected to the application:

- welcome the retention of the existing basement and substructure but remain of the opinion that the least environmentally damaging approach to this site is to retrofit the building.
- support the target of achieving BREEAM excellent and the measures to reduce water use.
- Conservation area impact and impact on Victoria homes - the height and width of the building does not compliment the built form and scale of Victoria Homes
- The appreciation of Corona Road properties would be overshadowed by the scale and mass of the proposal
- the proposed development is contrary to Policy 61 as its height and massing do not contribute to local distinctiveness and do not complement or respect the form and scale of the buildings in the Conservation Area adjacent the site.
- the Council ensure that this space is sufficient to allow the proposed trees to grow to maturity.
- Question whether the rooftop planting would be achievable

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

## **9.0 Assessment**

### **9.1 Principle of Development**

9.2 The proposed development demolishes the existing office buildings, while retaining the existing semi-basement car park, and erects three connected office / lab buildings to create a life science campus.

9.3 Paragraph 85 of the NPPF states decisions should help create the conditions in which businesses can invest, expand and adapt and requires significant weight to be given to the need to support economic growth and productivity, taking into account local needs and wider opportunities for development. Paragraph 87 continues to state that decisions should recognise and address the specific locational requirements of different sectors, including making provision for clusters or networks of knowledge and data driven, creative or high technology industries. NPPF paragraph 123-124 also promotes an effective use of land in meeting the need for homes and other uses and supports development of under-utilised land.

9.4 Policy 2 (spatial strategy for the location of employment development) requires employment development to be focused on the urban area, Areas of Major Change, Opportunity Areas and the city centre to foster the growth of the Cambridge Cluster of knowledge-based industries and institutions. Policy 2 goes on to state that proposals that help reinforce the existing Cambridge high technology and research cluster will be supported.

9.5 The site falls within the Mitchams Corner Opportunity Area and the proposal seeks to redevelop the site for life sciences, which aligns with the overall spatial strategy for employment, given its location in the Mitchams Corner Opportunity Area, and supports the Cambridge Cluster by providing office/ lab space for the life science sector. The development clearly reinforces the growth of the high tech and research cluster.

9.6 Furthermore, the Greater Cambridge Employment Land (2023) identifies demand for lab space is at an all-time high with a severe shortage of available lab move in space within the district. Immediately available space has fallen to almost 0 against the background of high demand. The proposed development, while supporting the growth in the overall high tech and research and development sector, would also meet some of the acute need for lab space in Greater Cambridge in a highly sustainable almost city centre location.

9.7 Policy 41 protects against the loss of employment space and Policy 40 supports the development and expansion of business space firstly within

the city centre, Eastern Gateway, areas around the two stations, Biomedical campus and West Cambridge, and secondly in other areas elsewhere in the city on its merits. The site falls outside of the designated areas for expanding business space listed in policy 40 and therefore has to be assessed on its merits as to whether it is a suitable location for the expansion of business space.

- 9.8 The site falls approximately 300m north of the city centre as designated in the Cambridge Local Plan Policies Map and is in a highly sustainable location connected by walking, cycling and bus networks. The site is already in office use and currently supports the neighbouring district centre of Mitchams Corner. Moreover, policy 2 encourages employment development in Opportunity Areas such as Mitchams Corner.
- 9.9 Policy 22 designates Mitcham's Corner as an Opportunity Area and supports development which promotes and coordinates the use of sustainable transport modes, contribute to the creation of a sense of place and deliver local shops and services. The Mitchams Corner SPD, which is referenced in policy 22, designates the application site as a potential redevelopment opportunity. The proposal promotes sustainable transport modes through its modal shift away from cars and towards active travel modes, it contributes to a sense of place by virtue of the architectural and landscape design of the development and it delivers services such as high-tech employment, a café, play area and amenity area.
- 9.10 It is therefore clear that for the reasons outlined above, the site is a suitable location for the expansion of the employment use and policy supports the enhancement of high tech and research based employment in sustainable locations such as this. Officers consider that the proposed development will positively contribute towards the Local Plan target to deliver at least 22,100 new jobs by 2031, while enhancing the Cambridge Cluster and supporting the vitality and vibrancy of the neighbouring Mitcham's Corner district centre.
- 9.11 The principle of the development is acceptable and in accordance with policies 2, 22, 40, 41 of the Cambridge Local Plan (2018), the Mitchams Corner SPD and the NPPF.
- 9.12 Design, Layout, Scale and Landscaping**
- 9.13 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment. Policy 56 states that developments should embed public art as an integral part of the proposals as identified in the Council's Public Art SPD. Policy 60 requires any proposal for a structure that is taller than the surrounding built form to be considered against a rigorous set of criteria to ensure the scale is appropriate and retains the character and appearance of the Cambridge skyline.

- 9.14 The proposed development retains the existing semi-basement car park and erects new build office accommodation / life science laboratory space on top of the existing semi-basement car park. The new building would comprise three blocks of different height which are linked at the basement and upper ground 'podium' level'. This podium level would include shared facilities and a community café. The proposal retains the main vehicular access into the site via Westbrook Drive which continues to the north and north-west to serve Lilywhite Drive a residential development which comprises townhouses and flats to the north-west and west of the site. Enhanced public realm around the building is proposed that includes landscaped areas for outdoor working, exercising and playing which will be accessible to both the public and employees.
- 9.15 The existing buildings are 3 storey in height plus undercroft car parking and have an insular arrangement with the building blocks enclosing raised courtyards. The buildings are fully encircled by Westbrook Drive with large ground level car parking to the north and south corners of the site, creating a site which is predominantly hard landscaped. It is considered that the existing building and site is not well designed and is a harsh and unfriendly environment, particularly for cyclists and pedestrians.
- 9.16 The proposed building comprises three blocks joined by a raised single storey podium above the basement; these blocks range from 3-5 storeys in height plus basement with block 1, the southern block being 3 storeys plus basement, block 2, the south-western block 4 storeys plus basement and block 3, the northern block being 5 storeys plus basement. The blocks closest to the conservation area have been designed to be lower, with the tallest block (Block 3) situated towards the north end of the site. All buildings have setbacks and terracing to minimize the visual impact of their height and massing and integrate the development into its surrounding context. Urban Design are satisfied that the site can accommodate this scale of development without harm to the character of the area and the proposed scale is contextually appropriate. The Landscape Officer raised some concern regarding the visual appearance of the rooftop plant screen in views from Gilbert Road and Milton Road but recommends that the screen can be altered to reduce its impact to an acceptable degree through changes to its materiality, shape and detailing. Officers agree that a condition to require the submission and approval of the plant screen will ensure that the plant screen is designed to reduce its visual impact and ensure its architectural quality.
- 9.17 The overall appearance of the proposed development is high quality with the creation of a welcoming arrival plaza and a lightweight the podium connecting the three architecturally attractive but differing blocks that connect functionally and visually to the landscape. The blocks have been carefully designed to break down their massing through architectural detailing, terracing and materiality. The Urban Design Officer requested changes to the increase in the amount of glazing on the two upper floors of block 3 to achieve a better solid to void ratio. This change has been

made and officers are satisfied that this issue has been addressed. The Urban Design Officer is satisfied that the proposed development has been well-designed to successfully respond to its context and integrate into the landscape and public realm. Officers are therefore satisfied that criterion a, c and e of policy 60 have been adhered to, as the LVIA and drawings submitted demonstrate to officers that the proposed scale, massing, architectural quality and public realm are all contextually appropriate and the proposal would preserve the character of Cambridge. Criterion b (impact on historic environment) and d (amenity and microclimate) of policy 60 will be discussed in the relevant sections of this report.

- 9.18 The layout of the site has been carefully considered to create a more pedestrian and cyclist friendly environment which also enhances the landscape quality and public realm for the users of the site (employees and the public). By restricting vehicular access (except for emergencies and maintenance) to the south, Westbrook Drive no longer encircles the buildings creating a less car dominated scheme with more space for enhanced public realm including outdoor working and play areas as well as safer more enjoyable routes for pedestrians and cyclists. Multiple entrances around the building movement throughout the site and enhance connections to the surrounding landscape. The landscape design is complex and designed to work hard to facilitate multiple uses, such as outdoor working, areas for play and leisure and enhanced connectivity, while softening the appearance of and creating connections to the built form.
- 9.19 Public art can also aid in creating a distinctive sense of place. Officers note that the generosity of these spaces is clear in the site sections and these spaces provide relief to the built form while offering social spaces for employees and the public (which has been identified in the Mitcham's Corner SPD as a weakness of the area) and environmental benefits. The Urban Design Officer is satisfied with the proposed layout and Planning Officers consider it is a significant improvement on the existing. The Landscape Officer considers that the landscape design is acceptable, subject to conditions. These conditions are considered reasonable and necessary to impose to ensure a successful and high-quality landscape design is achieved, as proposed. A condition to secure the delivery of public art which should be integrated into the landscape scheme and connect to the occupiers of the site is also required to be policy compliant.
- 9.20 The applicant team have proactively engaged with the Council through multiple pre-app meetings, design and technical workshops and have worked hard to resolve the issues the Council have raised. The proposed development has also been tested at Design Review Panel (DRP) where the panel wanted the applicant to push the design further. Since the DRP, the applicant has reflected on the suggestions made by both DRP and the Council and the scheme has been significantly altered to respond more successfully with its environment and the approach more rigorously justified. Officers are now satisfied that the proposal is contextually

appropriate, providing a connection between the active landscape and ground floor café and life science use.

- 9.21 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59, 60 and the NPPF.

## **9.22 Trees**

- 9.23 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 9.24 The application is accompanied by an Arboricultural Impact Assessment and Tree Protection Plan. The submitted documentation details the removal of 10 category B, 19 category C and 1 category U trees to allow for the development. While this is a significant tree removal, the majority of the trees proposed to be removed are internal and their wider landscape and amenity value is limited. Replacement planting is proposed which some locations allow for large scale trees to be planted to mitigate the loss of tree canopy. The Tree Officer has therefore no objections to the proposal subject to several conditions which require submission of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site visit with the Tree Officer, replacement planting if retained trees are to be removed and the agreed methodology to be implemented in accordance with the agreed details. These conditions are considered reasonable and necessary to ensure the retained trees are protected and the proposed replacement trees are appropriate and mitigate the loss of the trees being removed.
- 9.25 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

## **9.26 Heritage Assets**

- 9.27 The application falls directly adjacent to the Castle and Victoria Road Conservation Area to the south-west. Victoria Homes located to the south-west of the site, are considered important to the character of the conservation area. The application does not fall within the setting of any listed buildings. To the south-east of the site, there are 6 Building of Local Interest at nos. 9-19 (odd) Milton Road.
- 9.28 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in

particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

- 9.29 Para. 205 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 9.30 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.
- 9.31 As the site falls adjacent to the Castle and Victoria Conservation Area, the assessment of the impact on the heritage asset is limited to the impact of the development on its setting. The Heritage Townscape and Visual Appraisal has been submitted and assesses key and local views in the city. Of these views the Conservation Officer advises that, in Conservation terms, the most sensitive views are those closest to the site, from Victoria Homes north and north-east and from Corona Road north. The Conservation Officer advises that the strategic ones, such as from Castle Mound, will not be significantly affected.
- 9.32 The Conservation Officer, when considering the impact of the development on these sensitive views, does not consider that the proposal would have any greater impact on the character and appearance of the area than the existing buildings on site. In views from Victoria Homes, the proposal would sit in the background of Victoria Homes given its layered massing and more sympathetic material palette. In views from Corona Road, the proposal is well articulated, landscaped and utilise a palette of materials similar to properties down Corona Road. The Conservation Officer is clear that, while the proposal is greater in scale and represents a change to views out of the conservation area, the proposed development would not have any more of an impact on these views than the existing buildings on site. Therefore, the Conservation Officer concluded it will preserve the setting of the conservation area.
- 9.33 The Conservation Officer therefore has no objections to the application subject to a condition which requires sample panels of materials to be submitted and approved.
- 9.34 Officers agree with this assessment of the impact on the heritage assets and consider that the condition recommended by the Conservation Officer



is reasonable to ensure that the development sits comfortably in the background views from the conservation area.

- 9.35 In terms of the impact to the BLIs on Milton Road, officers are satisfied that the proposed development is sited far enough away not to result in significant harm to these BLIs.
- 9.36 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and Local Plan policies 60 and 61.

### **9.37 Carbon Reduction and Sustainable Design**

- 9.38 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 9.39 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 9.40 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 9.41 A sustainability statement, energy statement, whole-life carbon assessment and water assessment have been submitted in support of the application. These statements detail that the proposal will:
- Re-use the substructure, existing undercroft slab and footprint.
  - Achieve BREEAM excellent rating, with a current score of 81%.
  - Be fossil fuel free, utilising air source heat pumps and PV panels above the brown/ blue roofs.
  - Deliver 23% improvement over Part L compliance baseline with 6 Ene01 credits targeted.
  - Work towards a space heating demand of 15-20 kWh/m<sup>2</sup> year and energy use intensity of 55 kWh/m<sup>2</sup> year for office and 155 kWh/m<sup>2</sup> for the lab space.

- Achieve an embodied carbon score of LETI Band B for upfront embodied carbon ,475 kgCO<sub>2</sub>/m<sup>2</sup> and lifecycle embodied carbon of 719 kgCO<sub>2</sub>/m<sup>2</sup>.
- Use materials such as those with recycled content, cement replacement and engineered timber.
- Enhance the landscaping to help mitigate against the urban heat island.
- Use passive design measures, such as solar shading on building 1, to reduce overheating.
- Use rainwater harvesting, water efficient sanitaryware and other measures to achieve 5 Wat01 credits.
- Targets Wat04 credits for water efficient equipment for irrigation.

9.42 Early on in the design of the proposal, the applicant team analysed a number of scenarios related to embodied carbon to ascertain the development approach, e.g. new build, partial retention or complete retention and refurb. It was concluded that the most beneficial way to develop the site was to retain the substructure, under-croft slab and footprint in relation to embodied carbon. It is clear that the sustainability of the development has been a strong influence on the design of the proposal which is supported.

9.43 Officers note and commend the significant sustainability benefits of the scheme. The Sustainability Officer fully supports the scheme and recommends several conditions to ensure the sustainability measures proposed are materialised. These conditions include submission of BREEAM design and post construction stage certificates, water efficiency calculator and detailed scheme for rainwater harvesting alongside installing a comprehensive water metering and monitoring system. These conditions are considered reasonable to ensure the sustainability benefits of the scheme are actualised.

9.44 The applicants have exceeded policy requirements and ensured sustainable design and construction measures are core to the proposed design, making the scheme an exemplar of sustainable design. Therefore, the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

#### **9.45 Biodiversity**

9.46 The Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable

mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 9.47 The Environment Act now requires all non-exempt development to deliver at least a biodiversity net gain of 10%.
- 9.48 The site consists of buildings, developed sealed surfaces, modified grassland, wooded areas, standing trees and introduced shrub, and falls within the impact risk zone of a nearby statutory protected site, 170m from the River Cam, a designated County Wildlife Site.
- 9.49 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a Preliminary Ecological Appraisal (PEA) and a Bat Survey Report. The PEA concludes that the site is suitable to support birds, bats and hedgehogs and recommends a bat roost survey. The Bat survey concluded that the site has a low suitability of roosting bats, with potential roosting features in the form of weep holes found on all faces of the buildings. An emergence survey was carried out and no bats were seen or heard emerging, commuting or foraging on or around the site. Therefore, it is assumed that bats are likely absent from the site. Neither the PEA nor the Bat survey identified any requirement for a protected species licence. Non-licensable avoidance and mitigation strategies are proposed to remove any residual risk of harm or disturbance to protected species.
- 9.50 The Ecology Officer supports the proposal subject to conditions securing submission and approval of a construction ecological management plan, lighting design strategy, ecological enhancement plan and a biodiversity net gain plan. As the development is not exempt from BNG provision, the statutory BNG condition will be attached to the decision notice. As such, all the other recommended conditions are considered reasonable and necessary to ensure the protection of species.
- 9.51 In consultation with the Council's Ecology Officer, subject to conditions, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

## **9.52 Water Management and Flood Risk**

- 9.53 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 9.54 The site is in Flood Zone 1 and is therefore considered at the lowest risk of flooding. Areas of the site fall within risk of surface water flooding, with areas to the north and west between the existing buildings and Fellows and Emmanuel House at 1 in 30 years risk, the northern internal courtyard

and surrounding area to the north, west and east at 1 in 100 years risk and all other hard surfaced areas at 1 in 1,000 years risk.

- 9.55 The applicants have submitted a Flood Risk Assessment and SuDs Strategy and Micro Drainage Calculations. The submitted documents detail that surface water from the proposed development will and can be managed through the use of a combination of blue and green roofing, tanked permeable attenuation, and geocellular attenuation, discharging surface water from site via flow control into the existing surface water sewer. The flow rate is proposed to be 19.5l/s which is a substantial betterment from the existing brownfield site.
- 9.56 The Local Lead Flood Authority have no objections to the application subject to submission and approval of a detailed surface water drainage scheme based on the principles in the FRA, a plan showing how additional surface water runoff will be avoided during construction and a report from an independent surveyor showing compliance with the approved drainage details. These conditions are considered reasonable and necessary to ensure surface water and flood risk is adequately managed.
- 9.57 Anglian Water has no objections subject to additional surface water drainage details, which as stated above, will be secured via condition.
- 9.58 Foul water flows would utilise the existing services which is considered acceptable. Anglian Water have no objections to this.
- 9.59 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.

#### **9.60 Access, Highway Safety and Transport Impacts**

- 9.61 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 9.62 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Internal layout

- 9.63 The existing site has a singular access via Westbrook Drive. This access serves the Westbrook Centre and the Lilywhite Drive residential dwellings to the north-west of the site with the vehicular access encircling the existing buildings.

- 9.64 Access to the site would be maintained via Westbrook Drive but the proposed road layout has been altered to reduce the dominance of cars, promote walking and cycling and create a more inviting public realm. The layout has been changed so that:
- the access to the undercroft car parking is close to the entrance of the site to the east of building 1, diverting most cars away from pedestrians and cyclists and reducing the spread of car movements throughout the site
  - access to the Lilywhite Drive residential dwellings is maintained via a shared surface road
  - a separate cycle access is provided to the north-eastern side of Building 3
  - A drop off point is provided to the east of the communal pedestrian / visitor entrance
  - Multiple pedestrian entrances are provided at regular intervals throughout the buildings to increase permeability
  - A servicing area to the west of Building 3 where there are EV charging points for employees and residents of Lilywhite Drive
  - Improvements to Westbrook Drive towards Milton Road to create a shared surface
- 9.65 Active Travel England have raised concerns that no detail of the shared surface road has been provided. The width of the road access would be approximately 7m and would curve to the north-west around Building 3. Officers consider a shared surface would be appropriate in this instance as the curved road layout would slow vehicle speeds down and the number of vehicles using the northern section of the road would be limited to those accessing Lilywhite Drive, servicing area and the EV charging area. Furthermore, officers consider that with the increase in cycle movements to and from the site, that car movements will naturally reduce in speed due to the frequency of use by other users. Further details of the road surface and profile will be provided as part of the hard and soft landscaping recommended by the Landscape Officer. Similarly Active Travel England also raised concerns about the junction of Westbrook Drive and Milton Road, as shown on SY727-100-0021 P01 (general arrangement – areas of hard surfaces), Westbrook Drive is proposed to be a road with footpaths connecting to those on Milton Road. This is considered an acceptable arrangement and the Highway Authority have not raised any objections to this junction arrangement. Further detail on the junction layout will be provided in the hard and soft landscaping details secured via condition. Officers note the very recent upgrades made to Milton Road for cycling and walking provision which may not have been reflected in Active Travel England's consideration of context as part of their response.
- 9.66 Internally, officers consider that the proposal represents an improvement by separating transport modes as much as possible and enhancing the movement within and usability of the site.

Transport Impact and Highway Safety

- 9.67 The application is supported by a Transport Assessment and Framework Travel Plan. A further transport note was submitted to provide all trip generation data and further information regarding alternative transport modes.
- 9.68 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. These conditions require:
- The delivery of a pedestrian and cycle link to Corona Road
  - Submission of a traffic management plan
  - Restriction of vehicles over 3.5 tonnes
  - Submission of a travel plan
  - Submission of a parking management plan
- 9.69 S106 mitigations recommended by the Transport Assessment Team comprise:
- Contributions of £278,794 towards the GCP improvements to Milton Road/ Mitchams Corner
  - Contributions towards future car parking restrictions and to cover any potential extensions to the controlled parking zone
- 9.70 Officers therefore conclude that subject to the above, the Highway Authority consider that the proposal would not give rise to any highway safety impacts due to the road layouts proposed or place undue pressure on the transport network by virtue of the projected trip generation, modal shift proposed, and parking levels proposed. Planning Officers agree with the conclusions of the Highway Authority, noting their expertise. All conditions recommended are considered to meet the six tests given the scale of the development, length of the construction period, modal shift proposed, and parking provision proposed.
- 9.71 It is important to note that Active Travel England have requested deferral of the application as they consider that insufficient information has been provided to determine the application. They consider that the number of cycle trips is ambitious and unlikely to be realised unless off site mitigation is proposed. The County Transport Assessment Team have recommended contributions towards improvements to Milton Road / Mitchams Corner to support enhanced cycle infrastructure which will benefit the site so off-site mitigations are proposed and considered reasonable given the nature and extent of development proposed. Furthermore, officers also note that further pedestrian links could be secured by planning condition or S106 which will be discussed in further detail below. Officers consider that Active Travel England may not be aware of the cycle improvements already completed on Milton Road which

provide dedicated cycle lanes, floating bus stops and pedestrian crossing points which would support the cycle trips proposed.

9.72 In respect of the condition requested regarding a pedestrian and cycle link to Corona Road, this will be discussed in the following section of this report.

#### Connectivity and Permeability

9.73 Policy 22 supports development proposals within the Mitcham's Corner Opportunity Area which promote and coordinate the use of sustainable transport modes. Policy 80 supports developments that prioritise walking, cycling and public transport, and are accessible for all. This policy goes on to state that this can be achieved by various measures including conveniently linking the development with the surrounding walking, cycling and public transport networks.

9.74 Mitchams Corner Development Framework (2018) highlights the Westbrook Centre site as a potential for development and highlights several pedestrian and cycle links from the site to its surroundings (as seen below). This comprises links from Corona Road, Lilywhite Drive and Gilbert Road.

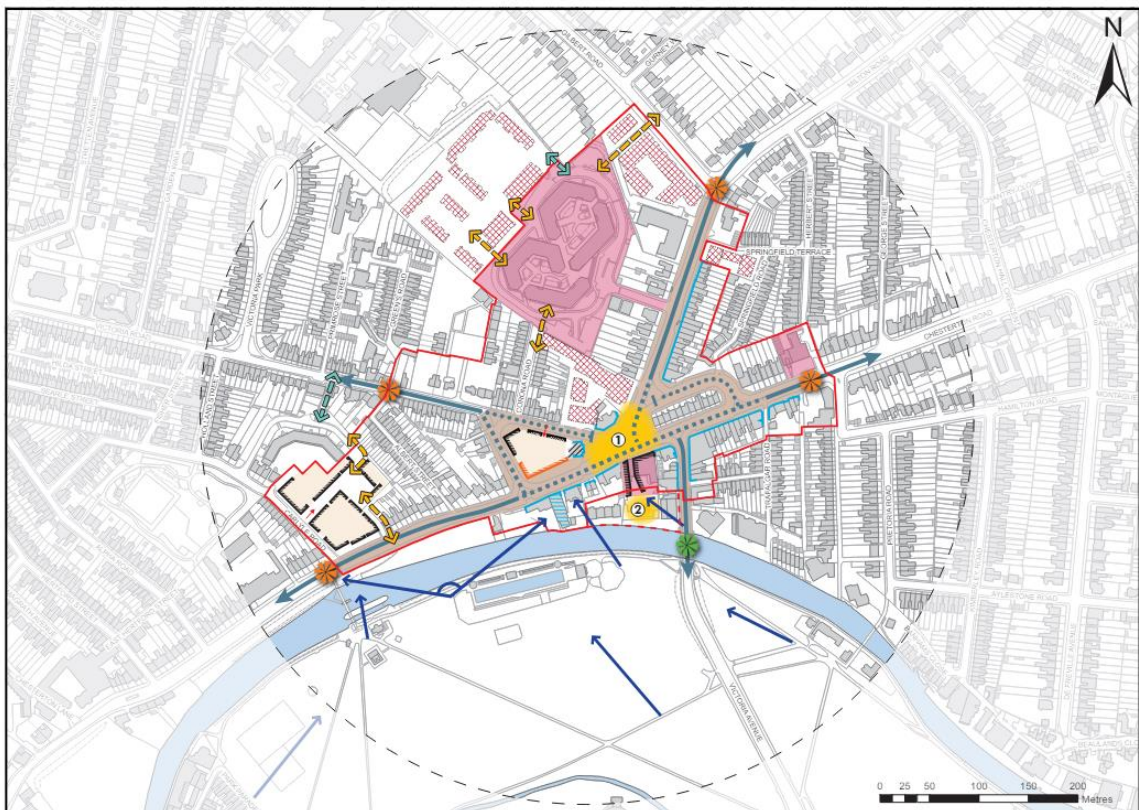


Figure 43: Composite Plan



Existing pedestrian/cycle links



Potential for new pedestrian and cycle links

- 9.75 Officers throughout the pre-app discussions requested that the applicant explore ways to increase the permeability of the site through the introduction of new pedestrian and cycle accesses from Corona Road, Gilbert Road and Lilywhite Drive. The applicant undertook public consultation prior to the submission of the application and there were strong views both for and against these links. In this application, the applicant has said that they would be open to connecting the site to Corona Road, Gilbert Road and Lilywhite Drive if the LPA considered that these were a requirement for the development.
- 9.76 Both through the consultations of this application and the Development Control Forum (DCF), there are strong views both for and against certain links. There are strong concerns regarding the provision of a cycle and pedestrian link via Corona Road due to the narrow nature of Corona Road and visibility when entering onto or off from the Mitchams Corner gyratory. Third parties were concerned that, because of these safety issues and that the gyratory is one way, cyclists would cycle on the pavement which is very narrow and would lead to conflict both on the pavement but also on the gyratory. There were also concerns raised regarding safety of providing links through to Corona Road.
- 9.77 Equally there were strong favourable views that the delivery of such links would increase permeability, reduce journey times for accessing services (including local schools) and offer an alternative to using the gyratory which is very narrow for pedestrians.
- 9.78 Following the DCF, officers considered in detail residents' views with regard to the policy framework and the overall ambitions of the SPD, local plan, and NPPF alongside discussing safety concerns with the Highway Development Management Team. Officers consider that there is a policy basis for requiring the delivery of the links to Corona Road, Gilbert Road and Lilywhite Drive and the Highway Authority and planning officers consider that this can be done in a safe way.
- 9.79 The end of Corona Road is highway land and so this link is deliverable. Corona Road is approximately 11m wide including pavements, with the carriage width being approximately 7.5m. Residents park on the street on either side. The Highway Authority consider that the road can accommodate additional pedestrian and cycle flows without harm arising from conflict. This is because car movements along Corona Road would be slow allowing sufficient time to manoeuvre to minimise conflict.
- 9.80 A pedestrian and cycle connection through to Gilbert Road would go via the Fellows House Hotel site which is third party private land and which



provides a potential access point, which is lit, covered by CCTV and of generally good width and visibility with a segregated pedestrian pathway.

- 9.81 Prior to and following the DCF the applicants and the LPA have been in discussions with the landowner of Fellows House Hotel to seek to facilitate a permissive the link through the site to Gilbert Road. However, the landowner is not prepared to allow a link through their site (as set out in their latest consultation response on file), which includes for reasons of operational safety (it is used for servicing, emergency & parking access), residential amenity including concerns regarding anti-social behaviour, noise and crime and that previous planning obligations subject to a Deed of Variation have been discharged. Despite these concerns, officers are satisfied that the safety and amenity issues can be designed out to ensure the delivery of a safe pedestrian and cycle link to Gilbert Road and that the access could be managed in such a way to mitigate the amenity concerns raised.
- 9.82 Officers have considered alternative mechanisms for securing the link including the use of CPO powers to enable the link to be delivered without consent from the current landowner. However, for a CPO to be successful, there must be a compelling case in the public interest and officers following advice from 3C legal cannot make this case when the application is capable of being granted without such a link. Furthermore, the CPO process is lengthy with a possibility of a public inquiry taking up to 18 months and prohibitively expensive costing around £50-120K for a fully contested CPO having to pay surveyors, lawyers for all parties and a possible public inquiry not to mention the actual land price. The LPA would have to then maintain the link in perpetuity at additional cost and liability to the Council. Officers have therefore concluded that the CPO of the land to enable the link is not a viable option.
- 9.83 The LPA therefore will need the landowner's permission for the creation of a permissive path to connect the site to Gilbert Road. Officers have had multiple discussions with the landowner's legal representatives and while the owner may not be forthcoming at this point in time, officers consider that discussions could re-commence, particularly if either ownership changes or the landowner reconsidered their position in light of the benefits to be realised through a more direct link to the Westbrook site, particularly its play area, café and new offices / lab space which would be more easily accessed by residents / visitors of Fellows House.
- 9.84 Separately, the applicant of the Westbrook site has offered to commit to providing land within their control to facilitate a permissive link, the necessary rights for access and a financial contribution to assist with the physical delivery of the links (with an initial suggestion of £10,000 per connection point). The works would then be delivered by the Council, either via works on public highway as statutory provider (Corona Road) or with third party agreement. The financial contribution could be used to fund the design process for the connection to Gilbert Road to assist the Council's negotiation with the Fellows Hotel. This will be an obligation

secured through the S106 agreement and would be for the lifetime of the development, not being longer than 150 years.

9.85 Lilywhite Drive is also not adopted by the Highway Authority but has been laid out in a way where delivery of a pedestrian link could be facilitated, given the layout of the south-eastern section of Lilywhite Drive. A link can be provided up to the boundary with Lilywhite Drive and connected to the existing paved section of Lilywhite Drive. Officers consider that delivery of the link can be secured via condition.

9.86 Officers consider that subject to conditions and S106 mitigation which includes the delivery of a link through to Corona Road and Lilywhite Drive and continued exploration of a link to Gilbert Road , the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

### **9.87 Cycle and Car Parking Provision**

9.88 Cycle Parking

9.89 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which state that 2 spaces for every 5 members of staff or 1 per 30 sq m Gross Floor Area (whichever is greater). These spaces should be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

9.90 864 cycle parking spaces are proposed with 652 being provided at undercroft level and 212 at surface level. The entrance to the undercroft cycle parking would be on the north-eastern elevation of Building 3 accessed via a gentle slope connecting to Westbrook Drive to the north. This space has been designed with a mix of two tier and Sheffield stands with enlarged spaces for larger cycles and cargo bikes. The user experience and practicalities have been factored in with shower, changing and locker facilities and a repair station provided, which looks onto a central rainwater garden and spiral staircase takes users up to the reception area. Cycle parking at surface level is spread throughout the site with provision outside the main entrance and adjacent to the secondary entrances on the southern elevation of Building 1, western elevation of Building 2 and western elevation of Building 3. Officers consider that these are convenient locations, given their proximity to the entrances of each building, and highly accessible at surface level to give users an alternative to the undercroft parking.

9.91 Full details of the cycle parking at surface level is required and can be secured via condition. Officers note that the CGIs show the surface level cycle stores as stores which only secure the wheel, not the frame. This is

not considered secure cycle parking and is not acceptable provision to the LPA. Given the quality of the landscaping proposed, officers will expect these surface level cycle stores to be high quality structures which integrate successfully into the landscape design. It is noted that Camcycle have objected as they consider that the cycle parking is not convenient or secure. As stated above, officers consider that they are convenient and to ensure that all spaces are secure, have recommended a condition to get the full details of the spaces provided at ground level.

- 9.92 The table below shows the breakdown of the cycle parking provision and officers note that, while two tier stands are proposed at 58% of the provision, these are gas assisted and the bottom tier can be used by those less confident at using the top tier, resulting in 616 of the 864 cycle spaces being accessible for all users.

<i>Cycle parking type</i>	<i>No. at undercroft</i>	<i>% share</i>	<i>No. at surface level</i>	<i>% share</i>	<b><i>Total</i></b>
<i>Two tier</i>	496	58	0	0	<b>496</b>
<i>Single tier</i>	130	15	196	23	<b>326</b>
<i>Enlarged</i>	26	3	16	2	<b>42</b>
<b><i>Total</i></b>	<b>652</b>	<b>76</b>	<b>212</b>	<b>25</b>	<b>864</b>
<i>Total accessible</i>	404	47	212	25	616

9.93 The proposal overprovides cycle parking by 409 spaces based on number of employees and by 47 spaces when based on floor area. As a result, the cycle mode share is ambitious at 75% which is highly commendable. Officers consider that the cycle parking proposed is as convenient if not more so as car parking, practical and accessible, resulting in well-designed provision which would aid the uptake of cycling to support sustainable access to the development.

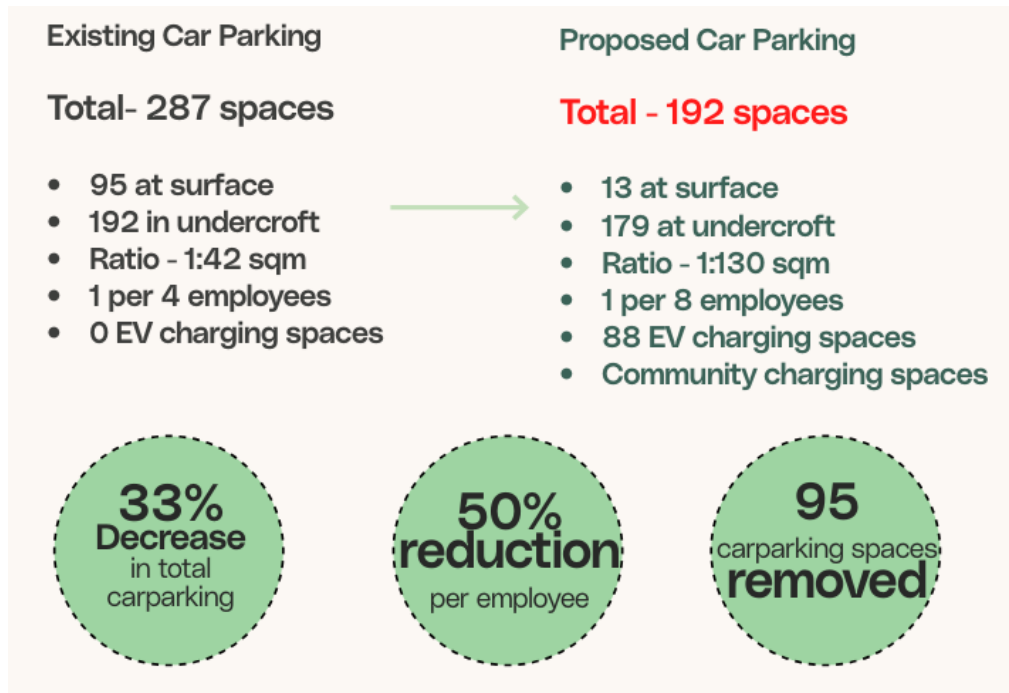
9.94 Significant modal shift with a reduction of 98 car parking spaces and an increase in 814 cycle parking spaces compared to the existing provision on site.

9.95 Car parking

9.96 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. Inside the Controlled Parking Zone, the maximum standard is 1 space per 100 sqm Gross Floor Area plus disabled car parking. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

9.97 192 car parking spaces are proposed, which reduces current provision by 95 spaces (from 287). This does not exceed the maximum standards outlined in policy 82 and poses a significant modal shift away from cars towards sustainable and active travel modes which is commended given the sustainability of the location within close proximity of walking, cycling and bus networks. The County Transport Assessment team and Planning Officers are satisfied that this reduction in car parking would not result in a significant overspill in car parking to surrounding streets given the convenience of other transport modes to access the site and that there are parking restrictions in the surrounding area. The Transport Assessment team have requested contributions to extensions to parking restrictions in the area if displacement car parking does become an issue. A dedicated

drop off area is proposed adjacent to the entrance, maintaining inclusive access.



9.98 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 1 per 1,000m<sup>2</sup> of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future.

9.99 88 EV charging points are proposed, with 75 located at basement level and 13 at surface level sited to the west of Building 2. The surface level EV chargers also have the potential to be used by the wider community outside of core employment hours (subject to a membership scheme). The EV provision falls short of the standards detailed in the SPD, however, officers consider that compliance can be secured via condition.

9.100 An EV fire safety strategy has been provided which details the hazard risks and mitigations proposed. While there is no specific regulatory requirements or design guidance, the Government’s Fire Safety Guidance for Electric Vehicles guidance has been used and the applicant team will consult with Cambridgeshire Fire and Rescue at detailed design stage. It is important to note that the Fire Authority have not objected to the application.

*Monitoring*

9.101 Car and cycle parking will be monitored and adapted to demand throughout the lifetime of the development and will be secured through a travel plan condition as recommended by the County Transport

Assessment Team. Similarly, a parking management plan condition is recommended by the County Transport Assessment Team to detail how car parking would likely be allocated to avoid too many people driving to the site in the hope of a space. These conditions are considered reasonable and necessary to ensure that the ambitious modal share is well managed and adapts to potential increases in demand for cycle parking.

9.102 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

### **9.103 Amenity**

9.104 Policy 35, 56 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.

9.105 There are several neighbouring occupiers which could be impacted by the development. They are as follows:

- 7-11 Gilbert Road and Fellows Hotel (C1 use) to the north
- Cambridge Manor Care Home (C2 use) to the north-east
- 23-31 Milton Road to the east
- 8-9 Westbrook Drive and 11-19 Milton Road to the south-east
- 1 Milton Road, 19-21 Corona Road and 28 & 36 Victoria Homes to the south
- 49-51 Lilywhite Drive and Emmauel House (flats) to the west
- Fellows House (flats) and 1 & 3 Lilywhite Drive to the north-west

9.106 Daylight and sunlight

9.107 A daylight and sunlight assessment has been submitted which details the light impact to surrounding properties in accordance with BRE daylight and sunlight guidance.

9.108 There are two measures of daylight: vertical sky component (VSC) and no skyline (NSL). VSC is a measure of the amount of light reaching a window and NSL is an outline on the working plane of the area from which no sky can be seen.

*VSC – the amount of light reaching the window*

9.109 Out of 499 windows assessed, 30 windows did not meet the VSC BRE guidance. Consideration of the impact on these windows will be taken in turn.

9.110 A window on the side (western) elevation of 9 Westbrook Place (W6/380) would have a 21.4% reduction in VSC, failing the 20% minimum. However,

this is a secondary window serving an open plan living kitchen dining room (LKD) and when looking at the LKD as a whole, the proposed development would not adversely affect VSC to the whole room. This room would also comply with the NSL BRE guidance. Officers therefore agree that there would be no noticeable loss of daylight to this property as a result of the development.

- 9.111 6 windows on the northern elevation of 1 Milton Road do not comply with the VSC BRE guidance (W5/160, W6/160, W7/160, W8/160, W7/161, W8/161). However, when cross referencing with the approved plans for 1 Milton Road, these windows serve hallways to student accommodation, which are considered non-habitable rooms (as per the approved plans 14/1938/S73). Therefore, officers consider that there would not be a significant impact on daylight to these occupiers.
- 9.112 One window at 19 Corona Road (W3/150) would marginally exceed the VSC minimum resulting in a 21.3% reduction in VSC. However, other windows serve the LKD and the room itself comfortably meets BRE guidance in respect of VSC and NSL BRE guidance. Officers therefore consider that this occupier would not experience a noticeable loss of daylight to their habitable rooms.
- 9.113 One window on the side elevation of 50 Lilywhite Drive (W5/360) would experience a 57% reduction in VSC which is a significant reduction. Despite this, upon closer inspection, officers note that this window already provides low levels of daylight due to the entrance canopy obscuring light reaching this room and this is the third window serving this LKD. The overall impact on this room would be minimal. Furthermore, in terms of NSL, this room would be compliant with BRE guidance. On this basis, officers consider that the proposed development would not result in a noticeable impact on daylight to no. 50 Lilywhite Drive's LKD or any other habitable rooms within this property.
- 9.114 There are two windows within Emmanuel House which would experience a noticeable reduction in VSC (W13/111 and W13/112). However, in both cases, these bedrooms have two windows serving the room and when taking both windows into account, the room would meet BRE VSC guidance.

*NSL – where in the room you can see the sky*

- 9.115 Four rooms at 33 Milton Road (Cambridge Manor Care Home) would fail the NSL BRE standard. One of the four would marginally exceed the 20% minimum change (W3/320 20.7%) and officers therefore consider that this daylight impact is unlikely to be perceptible. The remaining three would exceed the daylight distribution standard as shown in the below table.

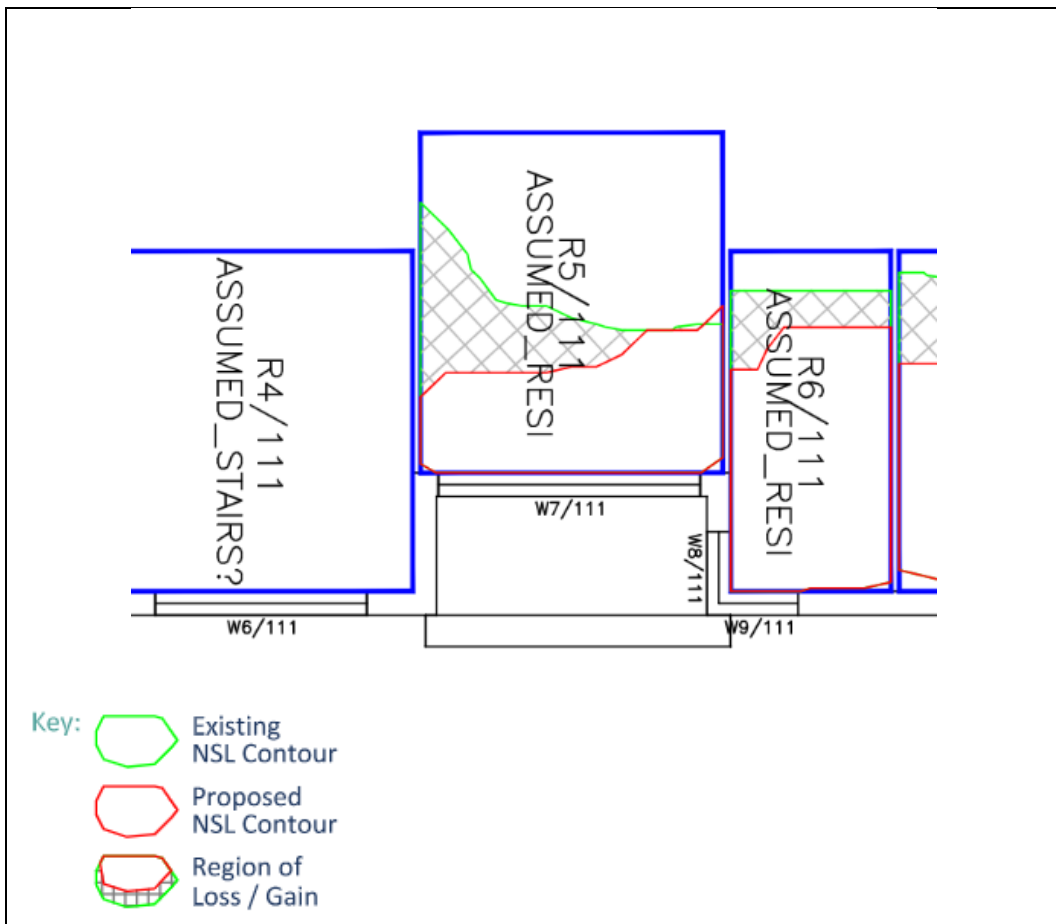
Window	NSL
W2/320	33.6%
W2/321	31.2%
W1/322	27.1%
BRE guidance	20%

- 9.116 This exceedance of NSL means that there is a larger area where the sky would not be visible. Officers note that the building is in use as a residential care home where occupants have an individual room with en-suite shower room and access to a variety of communal spaces. Upon further examination, the room layouts tend to include a single bed off centre, close to the window and an en-suite which tends to be in the corner furthest away from the window. Occupants of these rooms would also have access to other communal facilities, such as the communal dining/ living room and gardens, which are unaffected by the development. In light of how these rooms would be used and that the light entering the window would be to an acceptable level (as the room would be VSC compliant), officers consider that these occupants' overall amenity and levels of daylight would be acceptable.
- 9.117 A rooflight within the loft level of 19 Milton Road would experience a noticeable reduction in NSL (W1/242 30.5%). Officers do not know whether this is a habitable room but given the layout of the room officers consider that it is unlikely. Nonetheless, BRE guidance states that where daylight restricted already due to design features (such as only being served by one rooflight), the recommended guidance should be applied flexibly. Officers consider that in this instance, this impact would not be harmful due to the profile of the window, the layout of the room and as the room would meet BRE VSC standards.
- 9.118 In the Emmanuel House block, three windows would be affected in terms of NSL. This means the area where you can see the sky is reduced. Of these three windows, two windows serve bedrooms and one serves a LKD. One of the bedrooms which is served by window W11/111 would receive a 26.4% reduction in NSL. This room would, however, meet the BRE guidance for VSC so would still receive acceptable daylight to the window. It is just that the distribution within the room would be reduced. Officers consider that the impact to this room would not be overly apparent or harmful, due to the room meeting VSC BRE guidance, the layout of the room and the use as a bedroom where the dependence on light levels is lower than an LKD.
- 9.119 The other bedroom affected within Emmanuel House would experience a noticeable loss in daylight as the daylight received through one of two windows serving this bedroom would be reduced (W13/111 would see a 32.01% reduction in VSC) and the distribution of light within the room



would be reduced (W13/111 would see a 31.7% to NSL). This would lead to the room appearing noticeably gloomier harming the occupier's residential amenity and enjoyment of the room.

9.120 On the first floor of Emmanuel House, a LKD (W7/111) would experience a 33% reduction in NSL (daylight distribution). This LKD is greater than 5m in depth and is set behind an inset balcony which restricts the amount of daylight within the habitable space. In the BRE guidance, paragraph 2.2.12 states that *if an existing building contains rooms lit from one side only and [is] greater than 5m deep, then a greater movement of the no sky line may be unavoidable*. This is the only window serving this LKD and is single aspect, greater than 5m in depth, and has a restricted outlook given the overhang of the balcony above and the inset of its own balcony. BRE guidance also states that flexibility should be applied and existing development should not restrict development coming forward on adjacent sites, particularly when the existing development is sited close to its perimeter. In taking all these factors into account, alongside that this room would not fail the VSC component of the daylight assessment, officers consider that on balance the room would still experience an acceptable level of daylight if the proposed development were built out.



- 9.121 In terms of Fellows House flats, there are four windows which marginally fail the NSL BRE guidance (W12/102 23.1% bedroom, W15/102 22.8% bedroom, W17/102 21.5% bedroom, W16/102 20.9% LKD). Officers consider that the impact to these rooms is not overly noticeable or harmful given the marginal exceedance and the nature of the use of the bedrooms affected. There is one flat where the bedroom would be impacted in terms of daylight distribution as its window would see a 32.5% reduction. While this is a secondary window which is partially obscured by balcony, officers consider that as the occupants of the flat would experience an improvement in terms of daylight to its LKD (W15/101) the impact to this flat would, on balance be acceptable. There would also be improvements in daylight distribution to a further two habitable rooms (W16/101 -53.3% and W16/102 -1.8% loss) which would result in a more light and airy feel in these two rooms. This is a benefit of the proposed development.
- 9.122 Officers have identified that one bedroom (R9/111) would experience a loss of daylight. Given the context of the room layout and its constraints with the balcony alongside that the flats other communal spaces or bedrooms would not be significantly affected by the development, officers conclude that, while there is slight harm, it would not be reasonable to refuse the application on this single issue.
- 9.123 Sunlight
- 9.124 When accounting for the balconies on Emmanuel and Fellows House, habitable rooms in surrounding properties would retain good levels of direct sunlight with windows on facades receiving double the default BRE targets of 25% of annual probably sunlight hours with at least 5% in winter. Therefore, officers conclude that the proposed development would not significantly adversely impact upon sunlight to habitable rooms in neighbouring properties.
- 9.125 Overbearing
- 9.126 For dwellings along Milton Road, Building 1 would be between 48-58m away from the rear elevations of these properties. Officers consider that despite the increase in scale, this separation distance offsets any overbearing or enclosure impact to these residential properties. Building 1 would be sited approximately on average 18m to the west of 9 Westbrook Drive. As Building 1 is angled away from 9 Westbrook Drive, and given the relative positioning of the building in relation to 9 Westbrook Drive, the separation distance increases the further south within the plot you go. Given this, alongside the proposed scale of Building 1, officers consider that the proposal creates a comfortable relationship with this neighbour and would not result in an adverse overbearing impact. Cambridge Manor Care Home, along Milton Road, has communal gardens which abut the site boundary. Building 3 has been sited so that its footprint is

approximately 16.5m away from the communal garden and the built form angles away from this boundary. Noting this layout, despite the increase in scale, officers consider that the development would not adversely impact upon the openness of this communal garden. Similarly, the care home rooms closest to Building 3 would be set a comfortable distance so as not to significantly overbear or impede on the outlook of these rooms.

- 9.127 Along Gilbert Road, there is the Fellows Hotel and apart-hotel, and 11-15 Gilbert Road. Again, here the separation distances range from 35-47m, which officers consider is sufficient to offset any significant overbearing impact, particularly noting the existing relationship and the proposed stepped form.
- 9.128 In the Lilywhite Drive development to the west of the site, 51 Lilywhite Drive, Emmanuel and Fellows House are sited closest to the development site. 51 Lilywhite Drive is located to the north-west of Building 2 and the dwelling is orientated north-east south-west so that the side flank wall is parallel to the application site boundary. Building 2 would not project beyond the rear of no. 51. Given this relationship, officers consider that no. 50's garden would not be significantly enclosed or overborne by the development. The one of the two windows on the side elevation of no.51 serves a hallway and the other is a secondary window serving a bedroom with the primary outlook to the rear. Given this, alongside the scale, siting and massing of the proposal and the well vegetated boundary, officers consider that the residential amenity from these windows would not be adversely impacted. The front habitable rooms of no. 51 are at ground and first floor, however, in summer months the occupants would be unlikely to see much of the development from this aspect given the tree belt along the western boundary. Nonetheless, officers are comfortable with the proposed relationship with this neighbour and consider that given the scale, massing and separation distance (19.5m) the development would not significantly overbear these habitable rooms.
- 9.129 Emmanuel House is located to the north-west of Building 2. Building 2 is slightly angled to further north-west so it is not parallel to Emmanuel House resulting in the separation distance between the two buildings ranging from 22.6-23.5m. This separation distance is greater than the existing which is approximately 18m. Nonetheless, from Emmanuel House, it will be perceived as parallel. Building 2, while four storeys, has been designed with the fourth floor set back approximately 6.4m from the building edge, reducing the appearance of massing. The building facades have been carefully considered to create a strong base, middle top to break down the massing vertically. The length of the elevation has been broken down horizontally with different set backs and materials tricking the eye and creating smaller volumes within the building to again break down the massing further. Officers consider these details, alongside the proposed and existing scale relationship between Emmanuel House and Westbrook Centre, retain an acceptable outlook for residents of Emmanuel House.

- 9.130 Fellows House is located north of Emmanuel House, north-west of Building 3. Building 3 has been orientated north-west so that the corner of the building is closest to Fellows House. This means that the building is angled away from the boundary from this corner both to the north and the south. While the corner of Building 3 would be set closer to the building, both further north and south of the corner, the building would be set further away than the existing building. The scale of the building here would increase from three storeys to five storeys, however, the two upper levels would be set back from the building edge to create a stepped form. These set backs are 3.2m at fourth floor and 11m at fifth floor. Furthermore, the building would drop down to single storey between Building 2 and 3 directly opposite Fellows House. The facades of Building 3, like Building 2, have been designed to break down the perceived massing, with a strong base, middle top expression and clever use of materials. Taking these factors into account, officers consider that, despite the height increase, the scale relationship between Fellows House and the proposal is comfortable so as not to give rise to any significant overbearing impact. In fact, in some southerly rooms within Fellows House, the outlook would be improved given the drop down to single storey opposite.
- 9.131 To the south are Victoria Homes and Corona Road properties. The properties which share a boundary with the application site is the northern property within the Victoria Homes site, 21 Corona Road and 1 Milton Road (student castle). The northernmost Victoria Homes property would be approximately 18.5m away from Building 2 and 21 Corona Road and 1 Milton Road would be 14.5m and 16.5m away respectively from building 1. Building 2 has a stepped form, with the fourth floor set in from the roof edge to the south and the plant screen is set in further beyond this, creating a varied form. While it is acknowledged that the massing has increased on site, officers consider that the articulation in the form, its siting in relation to Victoria Homes and the well vegetated boundary, would prevent against any harmful overbearing impact to Victoria Homes, particularly noting the existing relationship. The garden of 21 Corona Road would be directly south of Building 2, adjacent to the single storey podium level which connects to Building 1. The proposal would bring built form closer to the boundary with 21 Corona Road and increase its massing. However, officers consider that due to the separation distance and the well vegetated boundary, the rear garden or habitable rooms of no. 21 would not be significantly enclosed as a result of the development. 1 Milton Road, as already identified above, is student accommodation and the windows which face north onto the development site serve hallways and therefore are not habitable rooms. The impact here is acceptable. The frontage of 1 Milton Road does contain habitable rooms, but given again the tree lined boundary, alongside the separation distance between and scale of the development and the orientation of the habitable rooms, officers are satisfied that the proposal would not adversely affect the outlook of these windows.

- 9.132 Overlooking

- 9.133 The existing three storey building facades include a significant amount of glazing therefore, there is already an overlooking relationship between the site and its neighbours. It is acknowledged that the proposed development increases the scale of the built form on site, to comprise three storey to five storey form, but the development has been designed to limit the extent of glazing on each elevation. The existing trees along the northern and southern boundaries are to be retained and successional planting is proposed to enhance the landscaping and screen some views surrounding residential occupiers. Taking these factors into account (the existing overlooking relationship, additional screening proposed) alongside the separation distances (as discussed in the proceeding paragraphs), officers consider that the proposal would not lead to a harmful level of overlooking.
- 9.134 Glint and Glare
- 9.135 The solar panels will be set within the flat roof behind the parapet. The applicant advises that a glint and glare impact arising from the proposed solar panels on surrounding occupiers would not be possible as they would not be seen from surrounding occupiers. Officers agree and consider that neighbours who would be able to see the solar panels would be such a distance that glint and glare would be negligible.
- 9.136 Solar reflections
- 9.137 A Solar Glare Report has been submitted which assesses the solar reflections from the proposed windows and its impact on surrounding occupiers. The results show that the instances of glare would:
- Reduce to Emmanuel and Fellows House
  - Potentially increase to 1 Milton Road (isolated incidences)
  - Potentially increase to 17 Milton Road in the early mornings in winter (isolated incidences)
  - Reduce to 17 Milton Road in the afternoons at certain times of year
  - Reduce overall to 17 Milton Road over the full year
- 9.138 It is important to note that these figures represent the worst case scenario with a seated position looking directly out of the window and that when comparing it to the existing situation, the existing situation is undervalued as the specific glazing arrangement and amount was not fully modelled (it was assumed). The impact to 1 Milton Road is limited as the windows serve a hallway, a non-habitable room, where use would be transitional in nature. The impact to 17 Milton Road would reduce overall across the year based on the figures and assumptions made. Therefore officers are satisfied that the proposal would not lead to a harmful level of solar reflections to surrounding residential properties.
- 9.139 Construction and Environmental Impacts

- 9.140 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 9.141 The Council's Environmental Health team have assessed the application, have no objections and recommended the following conditions:
- Unexpected contamination
  - Material management plan
  - Odour control
  - Demolition environmental management plan
  - Construction environmental management plan (compliance)
  - Plant/ equipment noise assessment and insulation scheme
  - *Noise impact assessment for the play area*
  - *No music in external amenity area / play area*
  - *Restricted hours for external amenity / play area*
  - Servicing and delivery management plan
  - Site wide deliveries and collection hours
  - EV charging (compliance)
  - Artificial lighting
- 9.142 These conditions are mostly considered reasonable and necessary to impose given the proximity to residential dwellings. However, those conditions (italicised) relating to the use of the external play area and noise impact, its hours of use and restriction on amplification appear too onerous for the nature of the use (given also it is a car park) and would not be possible to enforce given the play area would not be fenced off from wider public use. Any amenity issues regarding use of the play area would have to be managed through the wider management regime of the site. A management plan for the play area is recommended as an alternative.
- 9.143 Noting that the Environmental Health team's concerns regarding noise impacts to Fellows and Emmanuel House have been resolved and the site does not appear to have any restrictions on deliveries / operation, officers do not consider that the proposed development, once operational, would lead to a significant noise impact to surrounding residential occupiers, subject to the conditions above. Officers consider that noise impacts during construction can be managed and conditioned to ensure no significant adverse impact arises.
- 9.144 The Environmental Health team are satisfied that odour, contamination light pollution can be controlled via condition. In terms of air quality, the Environmental Health team have advised that due to the location of the back up generators at roof level and the prevailing wind direction, air

quality would not be adversely affected as a result of the development. Planning officers agree with the Environmental Health team and consider that the proposal would not lead to significant environmental harm.

Summary

9.145 As identified and detailed above, officers consider that the proposal would result in a minor level of harm to daylight to a flat contained within Emmanuel House. However, no other significant harm to residential occupiers has been identified. This harm will be weighed in the planning balance.

**9.146 Third Party Representations**

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

<b>Third Party Comment</b>	<b>Officer Response</b>
<b>Transport / highway safety</b>	Discussed in paragraphs 9.59- 9.83
One way in and out for residents and during construction	The Highway Authority consider this acceptable and a traffic management plan will be submitted and approved by the LPA before works start on site. Officers consider that transport flows can be managed on site so that access can be maintained for Lilywhite Drive development and construction impacts can be minimised. Officers will expect that construction vehicles will not turn within the Lilywhite Drive development to minimize disturbance to these residential dwellings.
Milton Road – Westbrook Drive junction	Officers consider that, given the existing car parking provision on site and the use of Westbrook Drive, alongside the proposed reduced car parking and trips generated, that the proposal would not lead to a choke point on the Milton Road – Westbrook Drive junction. Furthermore, as the pedestrian and cycle links are provided, this will spread the transport movements to different accesses to the site, lessening the traffic on the Milton Road – Westbrook Drive junction.
Lilywhite Drive to Chesterton Community College link should be provided	Connecting Lilywhite Drive to Chesterton Community College may be beneficial, however, this is not reasonable to require the proposed development to deliver for a variety of reasons. Limited employees would use this link and so it would not be reasonable or necessary to impose this requirement on the applicant. The land is outside of the control of the applicant and does not border the application site, meaning the proposal is not closely related to the link suggested.

Gyratory	The Mitchams Corner gyratory is allocated for redevelopment to create a more safe environment for pedestrians, cyclists and cars. The gyratory development is separate from the proposed development but the gyratory does form the transport context of the development. The Highway Authority, the experts on highway safety, consider that the proposed links would not adversely impact upon the safe operation of the highway and therefore planning officers are satisfied that the proposal is acceptable.
<b>Amenity</b>	Discussed in paragraphs 9.99 – 9.141
Potential toxic air disposal or contamination to residential area	The Environmental Health Officer is satisfied that the development would not result in a harmful impact in terms of odour, noise, contamination and fumes and residential amenity will be protected.
No contractor parking down Lilywhite Drive	Officers consider it reasonable and necessary to restrict contractor vehicles to being located on the site, not in neighbouring residential streets such as Lilywhite Drive. This can be secured via condition.
Noise impact assessment relies on Lilywhite Drive flats having high sound insulation	The Environmental Health Officer (EHO) requested further information to ensure the noise impact to the Lilywhite Drive residents would be acceptable. The EHO measure the noise impact to the boundary with the nearest residential receptor so they assess noise impacts in a different way to the consultants the applicant have used. Nonetheless, they are satisfied that amenity will be preserved.
Impact on services	The development will incorporate some works to existing services, however, disruption should be minimised. An informative will be on the consent to highlight the important of minimising the impact on surrounding residential services.
Noise from play area	The noise from the play area is likely to be occasional but no more harmful than noise generated from the existing car park and officers have restricted the hours of use of the play area to minimise the noise impact to an acceptable level.
<b>Design</b>	Discussed in paragraphs 9.12- 9. 20
Mid-rise character as stated in Design Code	The recently published draft Northern Cambridge Neighbourhoods Design Code (2024) does not include the application site in the designated area and therefore has no weight.
<b>Miscellaneous</b>	
EV chargers	It is proposed that the EV chargers proposed could be used by the residents of Lilywhite Drive. It is unclear whether this is restricted to working hours or not. The applicant has not confirmed the details of these



	arrangements but this will be captured in the community access agreement obligation in the S106.
No skips in Lilywhite Drive	All construction activities should be kept within the site and details of this will be secured in the construction and demolition environmental management plan which has to be submitted via condition prior to commencement of development.
Living walls to screen plant	It would be impractical to maintain living walls at the upper level to screen the plant on the roof top. A condition will secure a suitable elevational treatment to the plant screen and reduce its visual impact.
Plant at undercroft level	Plant was considered at undercroft level during the pre-application discussions but the applicant explained that this would reduce the parking (cycle or car) proposed and plant functions more efficiently at roof level. This was accepted by officers, particularly given that Environmental Health have no objections to the proposal on plant or noise impacts, subject to the recommended conditions.
Consultation	The consultation period was carried out between 28 <sup>th</sup> Feb and 9 <sup>th</sup> May. This length of time meets the requirements of consultation under the Development Management Procedure Order (2015) and the applicant has undertaken consultation with the community prior to the submission of the application. This is satisfactory to the LPA.
Occupiers	The development is speculative and so the occupiers of the development are not known. This is not unusual. Nonetheless, the proposed plans show the internal layout of the proposed development.
Underplayed opposition to the access links	The LPA are aware of the opposition of the access links through the consultation of the planning application and the DCF.
Asbestos	Asbestos has been identified on site and will be managed safely. Details on how this will be removed from site will be within the demolition construction and environmental management plan secured via condition.
Public spaces should not be restricted to provide a public benefit	The café would be available for use on weekdays by occupiers and by members of the public when the rest of the building is open for operation. The play space would be open for use by the community throughout the week.
Flexible use	The proposal is for life science off / lab space and has been assessed as such. The use of the buildings has been restricted via condition, so that in the eventuality that the use no longer is viable, planning permission to change the use of the building would be required.
Design faults exaggerated	The proposal has evolved collaboratively through the PPA process, and retrofitting the existing building was considered at an early stage. However, officers are satisfied with the approach taken. It is important to note

	that there is no policy which strictly requires all buildings to be retrofitted.
Boundary treatments	Details of boundary treatments will be secured via condition.
S106 funding for Victoria Homes	Officers do not consider that contributions to Victoria Homes is necessary to make the development acceptable or reasonable.

### 9.148 Planning Obligations (S106)

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

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

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

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

9.152 Heads of Terms

9.153 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	Justification
Transport	£278, 794 towards GCP sustainable transport improvements on Milton Road/ Mitchams Corner improvements	Prior to commencement	To improve sustainable connections from the wider area and support the reduction in car parking.
	Contributions towards future car parking restrictions and to cover any potential extensions to any controlled parking zones	Prior to commencement	To extend the controlled parking zone if on street car parking results from the development,

			given the scale of the development
	Travel plan (including discounts for sustainable transport for employees)	Prior to commencement	To encourage sustainable and active travel modes which is important given the quantum of trips generated by the development
	Parking management plan	Prior to first use	To ensure parking is managed throughout the site and rogue parking does not impact upon highway safety within the site
	Pedestrian and cycle links to Corona Road and Lilywhite Drive and provisions towards physical access to the Fellows House site boundary with contributions towards improvements of the access through to Gilbert Rd in the event that permissive provision is agreed. Obligation to include provisions for managed access (times) where agreed with the LPA and permissive rights of access for members of the public in and around the building between the public access points.	Various, prior to occupation, Gilbert Rd provisions subject to 150 year cap on obligation	To support the promotion of active and sustainable travel trips generated by the development. To deliver the links identified in the Mitchams Corner SPD and create a more connected and permeable site.
Education:	Submission of a Construction Employment and Skills Plan	Prior to commencement	Given the scale and use of development
	Submission of an Occupation Employment and Skills Plan	Prior to first use and implement for no less than 20 years from first use	Given the scale and use of development
	Submission of a Community Access Agreement	Prior to first use and implement for	Given the scale and use of development

		no less than 20 years from first use	
Open Space:	£100,000 (plus indexation) towards the provision of and / or improvement to and enhancement of the off-site infrastructure facilities at Jesus Green (including the open space facilities and Rouse Ball Pavilion).	Prior to first use	To mitigate the impact of increased use from the development given the scale of the development and amount of employees it would generate.
S106 Administration, Monitoring and Compliance	£2,200 for monitoring and administration of S106	Prior to commencement	To cover Council costs of monitoring the S106 agreement
	A further additional fee of £500 for each instance where the Council is required to provide written confirmation of an obligation.	Prior to discharge of obligation	To cover Council costs of assessing the submissions to discharge any obligations of the S106 agreement

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

### 9.155 Other Matters

9.156 Bins

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

9.158 Limited information has been provided regarding how waste/ bins will be managed on site. As this is a speculative development, this is understandable. Nonetheless, waste would be collected within the servicing areas to the south-west of building 3 which would serve Buildings 2 and 3 and to the east of building 1 which would serve just building 1. A condition will secure details of waste management. This is considered reasonable and necessary to ensure safe management of waste which also does not result in an amenity impact.

### 9.159 Planning Conditions

9.160 Members attention is drawn to following key conditions that form part of the recommendation:

<b>Condition no.</b>	<b>Detail</b>
1	Time
2	Drawings
3	Traffic management plan
4	Travel plan
5	Parking management plan
6	Restricted vehicles 3.5 tonnes
7	Surface water drainage
8	Surface water run off
9	SuDs and completion
10	Architectural details
11	External materials and urban heat island
12	Sample panel
13	Rooftop plant screening
14	Signage
15	BREEAM design stage
16	BREEAM post construction
17	Water calculator
18	Rainwater harvesting
19	Water metering and monitoring
20	Hard and soft landscaping
21	Tree pits
22	Green roof
23	Construction ecological management plan
24	Lighting strategy for ecology
25	Biodiversity enhancement scheme
26	Tree protection
27	Tree site meeting

28	Tree protection implementation
29	Tree preplacement
30	Unexpected contamination
31	Material management plan
32	Control of odour
33	Demolition construction environment management plan
34	Demolition construction environment management plan (compliance)
35	Plant noise assessment
36	Servicing delivery management plan
37	Nitrogen deliveries
38	EV
39	Lighting scheme
40	Class E Use
41	Class MA
42	PD
42	Management Plan
43	Public Art

### **9.161 Planning Balance**

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

9.163 Summary of harm

9.164 As discussed in detail in the amenity section of this report, officers identified that the proposal would result in a minor level of harm to daylight to a bedroom and lounge kitchen diner contained within Emmanuel House. These rooms would experience a moderate reduction beyond BRE guidance. This would result in habitable rooms appearing noticeably gloomy in comparison to the existing situation, resulting in harm to the enjoyment of these rooms.

9.165 Summary of benefits

9.166 Notwithstanding the above, the proposed development has significant benefits. These include:

*Economic*

- making more effective use of brownfield employment land
- boosting the supply of much needed office / R&D / lab space in a highly sustainable location
- reinforcing Cambridge's reputation as a leading hub for life sciences
- creating of circa 1,050 Gross FTE jobs during operation, plus additional construction jobs
- an output in GVA terms of an estimated £113m per annum (of which £66m is additional)
- an estimated tax revenue of £34- £45m per annum (of which £20m - £26m is additional) and
- a total of £5m in annual business rate payments (of which £0.7m is additional)

*Social*

- being of high-quality architectural design
- creating a series of useable and multi-functional public spaces (including a new public play and games area with design input from Milton Road Primary School)
- Improving the outlook and daylight levels for some habitable rooms within Emmanuel House
- Not harming the remaining residents' amenity
- EV charging that can be used by the community
- Social outreach programme
- No harm to the character and appearance of the conservation area or other heritage assets

*Environmental*

- delivering a modal shift to more sustainable and active transport modes
- providing high quality cycle parking designed with the users' journey in mind to promote active travel
- targeting cycling levels to increase from 22% to 40%, walking from 6% to 9%, and to decrease use of cars from 63% to 31%
- reducing car parking and reliance on cars
- achieving a target BREEAM rating of 'Excellent'
- reducing in water use compared to the existing building
- delivering significant biodiversity net gain in excess of the mandatory 10%

- contributions to improvements to Jesus Green or other public spaces
- contributions to improvements to Milton Road/ Mitchams Corner gyratory

9.167 When weighing the proposed development in the planning balance, Officers consider that the public benefits arising from the development significantly outweigh the harm identified. The development is therefore considered acceptable.

9.168 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 subject to conditions and a S106 agreement.

## **10.0 Recommendation**

10.1 **Approve** subject to:

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

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

## **11.0 Planning Conditions**

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

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

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

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

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



The principal areas of concern that should be addressed are:

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

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

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

- 4 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).

- 5 Prior to the first occupation of the development hereby permitted, a Parking Management Plan for the public realm, including the road network, parking courts and parking bays shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- How car parking within the site is to be managed and enforced so that it only occurs within designated vehicular parking bays / locations
- How the proposed measures are to be publicised to potential purchasers

The Parking Management Plan shall be implemented in accordance with the approved details prior to the first occupation of any dwelling or in accordance with an agreed alternative timetable and shall remain in place for the lifetime of the development or until such time as the Local Highway Authority adopt the highway and the Local Planning Authority

agree in writing that the Parking Management Plan no longer serves a planning purpose.

Reason: To avoid the proliferation of parking across the site that is uncontrolled and can limit the proper functioning of the site including use of the highway by cyclists and pedestrians, to ensure that parking management of the site is consistent at an early stage in its development, in the interests of sustainable travel choice and to ensure that the site does not become a parking refuge for commuters (Cambridge Local Plan 2018 policies 56, 80, 81 and 82).

- 6 Demolition, construction or delivery vehicles with a gross weight in excess of 3.5 tonnes shall only service the site between the hours of 09.30hrs -15.30hrs Monday to Saturday.

Reason: In the interests of highway safety.

- 7 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 Flood Risk Assessment and SuDS Strategy, Water Environment Limited, Ref: 230-FRA-RP-01, Rev: CO2, Dated: 14th February 2024 and shall also include:

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

- g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Permissions to connect to a receiving watercourse or sewer;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The scheme shall subsequently be implemented in full in accordance with the approved details prior to the occupation of any part of the development or in accordance with the implementation program agreed in writing with the Local Planning Authority.

Reason: To ensure appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018, policies 31 and 32)

- 8 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 appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018, policies 31 and 32)

- 9 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 appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018, policies 31 and 32)

10 Notwithstanding the approved plans, no development above base course level shall commence until details, including plans, sections, and elevations at a scale of no less than 1:20 of the following elements have been submitted to and approved in writing by the Local Planning Authority:

- windows, cills, headers, and surrounds
- door and entrance surrounds
- eaves, verges, soffits and fascias where applicable
- canopies
- balconies, balustrades, and railings
- junctions between different facing materials.

The development shall be carried out in accordance with the approved details. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

11 No development shall commence, other than demolition, until full details of all external materials including samples of proposed brick and stonework, non-masonry walling systems, cladding and decorative panels, kerbs, paving, and surface finishes/textures have been submitted to and approved in writing by the Local Planning Authority. This shall include a consideration of the urban heat island effect in the choice of cooler materials. Thereafter the development shall be undertaken in accordance with the agreed details unless the Local Planning Authority agrees to any variation in writing.

Reason: To ensure that the appearance of the external surfaces is appropriate to the character and appearance of the area and avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018 policies 28, 55, 56, 57 and 61)

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

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development and to avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 55, 57, 58, 61 and 62).

- 13 No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the Local Planning Authority. This may include the submission of samples of mesh/louvre types and translucent screen and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

- 14 Prior to first occupation, full details of proposed signage shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance and siting of signage is appropriate. (Cambridge Local Plan 2018 policies 56 and 59)

- 15 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).

- 16 Within 12 months following first 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. 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).

- 17 Prior to the first occupation of the proposed development, or as soon as reasonably practicable after occupation, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

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)

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

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

- 19 Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed, and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018/Policy CC/4 of

the South Cambridgeshire Local Plan 2018 the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

20 No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture, details of all play equipment and specification and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
- f) an implementation programme.

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

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

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

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

22 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).

- 23 No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:
- A) Risk assessment of potentially damaging construction activities.
  - B) Identification of "biodiversity protection zones".
  - C) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
  - D) The location and timings of sensitive works to avoid harm to biodiversity features.
  - E) The times during which construction when specialist ecologists need to be present onsite to oversee works.
  - F) Responsible persons and lines of communication.
  - G) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
  - H) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 57, 59 and 70).



- 24 Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:
- a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;
  - b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;
  - c) detail all building design measures to minimise light spillage;
  - d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (Cambridge Local Plan 2018 policies 57, 59 and 70).

- 25 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

- 26 Prior to commencement of development, including demolition, 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 and agreed in writing by the local planning authority before any tree works are carried out and before any 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 (allowing for tree root growth and accounting for heave and subsidence), storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

The development shall be carried out fully in accordance with the approved AMS and TPP.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 27 Prior to the commencement of any site clearance, a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council prior to any development or site clearance commencing.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 28 The approved tree protection methodology shall 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.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 29 If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in

accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interests of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 30 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).

- 31 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).

- 32 No development above ground level shall commence until a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours has been submitted to and approved in writing by the local planning authority. The approved scheme shall be installed before the use is commenced and shall be retained as such.

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

- 33 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 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) 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) Deliveries for the purposes of demolition activities 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, monitoring 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) Use of concrete crushers.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- m) Screening and hoarding details.
- n) Consideration of sensitive receptors.
- o) Complaints procedures, including complaints response procedures.
- p) Membership of the Considerate Contractors Scheme.

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

Reason: To protect / safeguard the health and quality of life (amenity) of existing in accordance with Policies 35 (noise and vibration) and 36 (air quality) of the Cambridge Local Plan 2018.

- 34 The construction methodology and proposed dust, noise and vibration mitigation, management and monitoring as specified within the submitted document "Westbrook Centre, Cambridge; Construction Environmental Management Plan" (McLaughlin & Harvey, 08.04.24) shall be fully implemented throughout the construction phase of the development.

Reason: To protect / safeguard the health and quality of life (amenity) at existing premises in accordance with Policies 35 (noise and vibration) and 36 (air quality) of the Cambridge Local Plan 2018.

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

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

36 A site-specific Servicing and Delivery Management Plan (SDMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the use hereby permitted. The SDMP must acknowledge the restrictions on the allowable delivery hours and confirm all measures necessary to limit and control noise generating activities from the delivery yards and deliveries, including (but not limited to):

- Confirmation of design and use of the screen for the pump during nitrogen deliveries,
- Confirmation / detail on the restricted access to the north service yard (LGVs only and limited to one per hour),
- Details on the noise management and mitigation to be implemented for the roll cages (including design) and the floor areas where roll cages will be in use,
- Management of driver / operator behaviour including prevention of idling engines, vehicle radios to be switched off, prohibition on the use of tonal reverse beepers,
- Driver / staff awareness, signage and training,
- Monitoring and review of the noise management and mitigation measures,
- Inclusion of a complaints handling and investigation procedure.

The SDMP shall be implemented on site prior to the operation of the development and shall be retained and maintained thereafter. Any necessary changes to the SDMP shall be agreed in writing with the Local Planning Authority prior to their implementation.

Reason: To protect / safeguard the health and quality of life (amenity) at existing premises in accordance with Policy 35 (noise and vibration) the Cambridge Local Plan 2018.

37 Deliveries of nitrogen shall be made only to the southern service yard and shall be restricted to one delivery per week between the hours of 4pm and 6pm. All other deliveries to or dispatches from the site (including waste collections) shall not be made outside the hours of 7am to 9pm on Monday to Friday. There shall be no collections from / deliveries to the site at the weekends or on Bank / Public Holidays.

Reason: To protect / safeguard the health and quality of life (amenity) at existing premises in accordance with Policy 35 (noise and vibration) the Cambridge Local Plan 2018.

38 Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to and approved in writing by the

Local Planning Authority. The scheme shall include details demonstrating the location of the EV charge points, intended specification of the charge points and shall demonstrate provision of at least one rapid EV Charge Point for every 1,000m<sup>2</sup> non-residential floor space or, if rapid charge point installation is not possible, one fast EV Charge Point for every 1,000m<sup>2</sup> non-residential floor space (evidence must be provided to demonstrate that rapid charge point installation not possible).

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, Policies 36 and 82 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

- 39 Prior to the installation of any artificial lighting an external and internal artificial lighting scheme with detailed impact assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site (external and internal building lighting) and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site shall meet the Obtrusive Light Limitations for Exterior Lighting Installations for the appropriate Environmental Zone in accordance with the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01-21 (or as superseded) and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

The artificial lighting scheme 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) at existing premises in accordance with Policy 34 (artificial lighting) of the Cambridge Local Plan 2018.

- 40 The development hereby permitted shall be used for Class E(g) and E(b) use as proposed. Any other class E uses would require re-assessment.

Reason: To protect against the loss of business space (Cambridge Local Plan 2018 policies 41).

- 41 Notwithstanding the provisions of Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the change of use of the development to a dwellinghouse (C3 use) shall not be allowed without the granting of specific planning permission.

Reason: To protect against the loss of business space (Cambridge Local Plan 2018 policies 41).

- 42 Prior to the first occupation of the building, a management plan for all the external areas including the external play area shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- how any anti-social behaviour is to be reported and managed
- out of office hours management
- Replacement, maintenance and cleaning regime for the play area
- Security provisions including CCTV arrangement

The play area shall be fully completed and opened for use for any member of the public prior to the occupation of the building and remain so for the lifetime of the development and managed always in accordance with the approved management plan.

Reason: In the interest of the amenity of the surrounding residents and to ensure successful place making (Cambridge Local Plan policies 35, 55, 56, 57, 59)

- 43 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)

Background Papers:



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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs

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# The Greater Cambridge Design Review Panel



**Westbrook Centre, Westbrook Drive, Cambridge,  
CB4 1YG (22/50543/PREAPP)**

**14<sup>th</sup> September 2023**

**Confidential**

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

## **Attendees**

### **Panel Members:**

Maggie Baddeley (Chair) – Planner and Chartered Surveyor

Angela Koch (Character, Community) – Founder, ImaginePlaces

Sarah Hare (Character, Architecture) – Formerly Design Director at Haworth  
Tompkins

Hero Bennett (Character, Climate) – Director, Sustainability Consultant, Partner, Max  
Fordham

Lindsey Wilkinson (Character, Landscape) – Landscape Architect

### **Applicant Team:**

Lisa Liu, Architect, Reef Group

Sam Potter, Architect, Reef Group

Olivia Frew, Development Manager, Reef Group

Tim Price, Director of Planning Savills

Amelia Robson, Senior Planner, Savills

Paul Shirley Smith, Landscape, Camlins

Belinda Blasdale, Transport, Velocity

Holly Wheeler, Sustainability, Chapmanbdsp

### **LPA Officers:**

Joanne Preston – Principal Urban Designer / Design Review Panel Manager

Katie Roberts – Executive Assistant / Panel Support Officer

Alice Young – Senior Planning Officer

Elizabeth Moon – Principal Urban Design Consultant

## Scheme Description and Background

### **Brief Description of the Proposal:**

The proposal seeks the partial demolition and redevelopment to create new employment floorspace (Class E(g)) and associated physical works to the layout of the Site to deliver revised access arrangements, hard and soft landscaping and associated infrastructure.

### **Site Context:**

The site is a brownfield employment site, comprising four three-storey 1980s office blocks arranged to create internal courtyards, together with under-croft parking. The existing buildings are encircled by Westbrook Drive which serves as the sole access to the Lilywhite Drive residential development to the north-west. Along the southern and northern and part of the western and north-eastern boundaries are mature trees. These are within the application site; they are not protected.

The site falls within the Mitchams Corner Opportunity Area (LP policy 22) and adjacent to the Mitchams Corner District Centre. Directly east of the site along Westbrook Drive, there are four two-and-a-half storey dwellings. To the east of the site fronting Milton Road within the District Centre, there are two storey semi-detached properties which are in a mix of residential and commercial uses, six of which are Buildings of Local Interest (nos. 9-19 (odd) Milton Road). In contrast to these domestically scaled buildings, to the north-east and adjacent is the Cambridge Manor Care Home and Fellows House Hotel, both of which are four storeys in height and span a larger footprint.

To the north, along Gilbert Road, the form reverts back to a domestic scale comprising two-storey detached and semi-detached dwellings set back from Gilbert Road that have a well vegetated character. To the east, there is the Lilywhite Drive residential development which is comparatively higher density, with two five-storey blocks of apartments sited directly adjacent to the site, and otherwise, three-storey townhouses.

To the south-west are the Victoria Homes Almshouses which are single storey in scale and noted as important to the character and appearance of the Castle and Victoria Conservation Area. The Victoria Homes Almshouses site is designated as protected open space (LP policy 67) and is categorised as private amenity green space. Corona Road's three storey Victorian terraces are located to the south of the site, all of which are in residential use. The Student Castle student accommodation scheme also abuts the site boundary to the south.

The Castle and Victoria Conservation Area boundary skirts the southern site boundary; the site can be seen from within and forms the setting of the Conservation Area; the most notable views are from Corona Road to the south and from Victoria Road/ the Victoria Homes site to the south-west.

The key site constraints are:

- Mitchams Corner Opportunity Area
- Site abuts the Castle and Victoria Conservation Area
- Buildings of Local Interest along Milton Road
- Surrounding residential terraces and buildings

### **Proposal Description:**

The applicant is seeking to redevelop the existing employment site to create a life sciences' campus with office/ lab space (40-60% split), co-working spaces, life science public exhibition space and a publicly accessible café while retaining the existing under-croft. The proposal comprises three buildings connected via a single storey podium housing the café and reception. The proposal would incorporate cycle storage and car parking in the under-croft area beneath the building. The proposal would lead to a significant redevelopment of the site, including new public realm and landscaping works.

The applicant has entered into a Planning Performance Agreement with the Local Planning Authority for Pre-Application advice on the redevelopment of Westbrook Centre for Life Sciences.

Officers have attended four meetings with the applicant to date which have focused on the key principles of the development - its scale, massing and layout with a focused session on landscaping and sustainability.

In each iteration of the scheme, the scale and massing have been marginally reduced at the upper levels, to attempt to alleviate officer concerns and reduce the prominence of the development and better integrate it within the surrounding context.

Three options have been tested using whole life carbon assessment: retention of the building with retrofit; retention of the building with infill of the centre and an additional floor; and new build with reuse of the basement, substructure and highways (the preferred option). This has influenced the layout of the proposed development. Work on the whole life carbon assessment is ongoing.

### **Planning History:**

- 23/02142/SCRE - EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Partial demolition of existing buildings and erection of new floorspace (Class E) above retained basement level and alterations to the site layout including revised access arrangements, hard and soft landscaping and associated infrastructure works. – EIA required.
- 22/50543/PREAPP – Demolition and redevelopment of existing buildings.

### **Declarations of Interest**

There are no conflicts of interest.

### **Previous Panel Reviews**

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

## Greater Cambridge Design Review Panel Views

### Summary

In a high quality, well-informed presentation, the design team has demonstrated that this project - termed 'The Platform' - is a well-considered 'Factory for Science' that has sought to integrate landscape and buildings.

As a commercial developer, Reef has sought to display a clear understanding of the (as yet unknown) future occupiers' needs of the development, and respond to the intense competition in the life sciences' marketplace. The project seeks to reflect that market's potential in its vision for this project: as an exemplar in the community, its function is very worthy.

However, while recognising that planning policy protects employment and in the context of the expressed vision, the Panel concludes that the scheme ought not only to be flexibly designed but that it should better recognise the site's unique location and lean into its predominantly residential, mixed use surrounding context. The overriding impression of the proposal is that all of the buildings are in the centre of the site and the community has to move around it. An analysis and balance of public and private spaces, alongside the creation of pedestrian connections would help the building to integrate into its context. Fundamentally, it is unclear how connected all of the buildings need to be. With the café being the only built element that serves the community, adding other commercial uses such as a creche and/ or a gym - that also create employment - should be considered.

There has been some strong thinking around sustainability, retrofit and hybrid solutions although as yet, the Panel is not convinced that in sustainability terms, it really would be better to demolish the existing buildings. In sustainability terms too, the transport strategy presented is not progressive; there is too much car parking and not enough cycle parking proposed. The development deserves to be car-free.



In conclusion, the Panel questions several fundamental issues arising from the proposal:

- Why the three buildings are joined together by a central podium;
- The use of the under-croft for car and cycle parking;
- Plant being placed on the roof of each building, when the rooftops could have a range of uses, including extensive on-site renewable energy generation with more PVs, workspace, and open space for employees to enjoy views; and
- The scale, height and massing remain unresolved for building 3 – more work is required in terms of its proportions, and the extensive setbacks/ terraces that are currently difficult to read.
- The lack of on-site co-located / shared community uses serving employees and the resident population in the local area.

These matters are all connected e.g. the extent of setbacks will be influenced by moving plant to the under-croft, which in turn is dependent on reducing car parking. All of them need to be looked at again, and in series; each decision made will inform another.

Therefore, despite the expressed intention to submit a full planning application in October 2023, the Panel recommends responding to the comments and recommendations made in the review, as set out in this report, and reviewing the emerging project accordingly.

## Climate

### *Environmental Sustainability*

Reef have explained that UBS will hold the asset; they have 'ESG' (environmental, social and governance) targets at their heart; leases will be monitored against those targets. But turning to first principles regarding the environmental performances' impacts and the design team having stated that they always start with asking the questions, 'can we use the existing buildings, can we retrofit?', the Panel is not convinced that in environmental sustainability terms, it really would be better to demolish the existing buildings. The best outcome in carbon terms would be likely to

be a deep retrofit. There could also be alternative uses in carbon terms that could change the picture underlying the analysis for the current scheme. Assuming a fully 'greened / zero carbon' grid in the presented Whole Life Cycle Carbon Assessment from day one is considered unrealistic.

The Panel understands the explanation in the review that there is a quantum issue in this project for re-use: according to Reef, the existing buildings do not provide a viable solution. On considering possible extension, the existing frame could potentially be re-used although the envelope needs renewing, as well as the MEP. The internal finishes to the building are not appropriate either, according to the design team. Floorspace would have to be cut and carved for an extension; this would have worked physically but a second-class development unsuited to the Cambridge market would be created. Also as regards a hybrid solution, the design team have stated that they did look at townscape but the resulting buildings would have been significantly taller and bulkier than the review proposal - passing reference has been made to how one or two additional floors of labs could be added onto the existing buildings, or two office floors.

But the Panel notes that in terms of hybrid analysis - e.g. deep replacement of one building and level changes to accommodate offices in an existing building – results have not been documented in any great detail. The reason given is that Reef had started from a commercial position, asking how options could deliver the same quantum as redevelopment, as a life sciences' building needs a certain floorplate. Looking at a hybrid option too, and its adaptability, the applicant team had concluded that it could not work because of the current floor to ceiling heights and the grid spacing does not work for life sciences' floorspace. The Reef team considers that if retained, the existing buildings would be likely to have to be rebuilt in 30 years' time; until then, they could be used as offices, and/ or provide space for life science start-ups with desk-based research. The current proposal apparently does allow a major element of the building to be retained; Arup (who built the existing development and who have provided data to the design team) have concluded that it should be possible to re-use the foundations and under-croft floor level but not the slab above.

In accepting that these are carbon-intensive buildings, the Panel is of the view that the presented analysis around whole life cycle carbon assessment is misleading for making the argument for the proposal in carbon terms. While the Reef team wants to create a scheme that will be adaptable for 100 to 150 years or more, the Panel's view is that even if looking at the position 20 years' ahead, it is not possible to know what the situation will be. Currently shown are higher levels at the start for new build but over 100 years, the differential would decrease. All options would be very similar in terms of embodied carbon at the end of 120 years. For whole life cycle carbon, the new development would be 40% less than retaining the existing buildings. But in comparing operational carbon for the existing buildings, a hybrid scheme and the new development – and looking at emissions – the Panel questions the value of the conclusions presented, particularly in light of how no sensitivity analysis has been undertaken to date in relation to when / if the ambitious targets are missed.

The Panel notes that a pre-demolition audit has been conducted and an analysis of waste undertaken; the wish to re-use as much as possible e.g. ceiling tiles, and bricks from the facades in hard landscaping is supported. Before demolition, the Panel recommends looking into plant refurbishment/ recycling because there are many demolition contractors who can re-use existing equipment/ materials.

Turning to the project's wider environmental strategy, Arup and the design team are looking at reducing water usage to below standards and have generated a sustainable drainage and rainwater strategy that is developing well in the Panel's view. This is particularly with regard to the proposed water strategy that is observed as being more progressive than other similar schemes. The Panel does however warn that achieving five water credits is likely to prove to be very difficult; more detail on 'how' would be welcomed.

In terms of the contextual approach to the detailed design of the proposed buildings, the Panel endorses the principle of wanting to relate to the surrounding domestic scale. The Panel supports the proposed design incorporating punched windows in the façades but at the same time, is concerned that the carbon impacts associated with the façade are difficult to reduce; this should be investigated in more detail. The

Panel also supports the design team's proposal to explore the scope for disassembly and would welcome more information on this as again, this is difficult to achieve.

With regard to the roof top positioning of MEP and on-site energy generation, the Panel is disappointed that the design team has only referred to trying to maximise PV, with the numbers and extent of panels to be quantified in the planning application. There has been no clear justification given for why plant is on the rooftops. The Panel is strongly of the view that if the extent of parking beneath the buildings were reduced or preferably entirely removed, rooftop plant could be moved to the huge under-croft and more PVs could be added – a significant number, assuming their careful arrangement. There would be many options for placing plant in the under-croft that would fit well with the 120-year longevity that is being aimed for, in terms of it being 'on the floor' and far more easily accessible for maintenance. The current siting of plant also raises the concern of the Panel in terms of managing noise from e.g. mechanical ventilation; it is reassuring that the design team is looking at this matter already.

In assessing the overall sustainability of the new development in terms of BREEAM categories, the Panel accepts that 'excellent' is an appropriate certification for the proposal as a life sciences' project. The Panel notes too that best endeavours will be used for achieving 'outstanding', despite the design team stating that this is difficult to do, due to the energy demand being huge, compared to offices. Nonetheless, it is disappointing that more information has not been provided around BREEAM-related embodied carbon optioneering that should have been undertaken by now i.e. to know that embodied carbon has been central to the proposals.

### *Landscape*

The Panel considers that the basic concept of the landscape proposed is right in terms of seeking to retain the site's currently informal character; other life sciences' developments coming forward in the combined authority area by way of comparison often only have a fringe of landscaping. The concept of a neighbourhood 'doughnut', wrapping around the proposed buildings, needs more work in terms of boundary treatments and what parts of the site are shared/ private/ community spaces, with consideration being given to the interfaces between them. Presumably, there will

have to be spaces that are only for employees, with everything else in the landscape being as visible and accessible as possible. The design team should therefore consider what is visible/ physically accessible across the entire site.

The whole of the proposed landscape needs to be thought about more comprehensively – including for example, the edges to the service road, and how to design that road to be fully accessible. Not only the road but also all of the shared surfaces should become places that allow connectivity, particularly with different options being designed for different stretches of Westbrook Drive (including the design team already wanting to green the approach from Milton Road). Westbrook Drive needs to be looked at not as a road - due to the constraints that then imposes – but as part of the landscape. In short, blurring its boundaries - ‘bleeding’ them – is sophisticated work that in the Panel’s view, needs to be undertaken.

The Panel finds the current approach to the safety of proposed open space to need reconsideration; it is not agreed that passive lighting and surveillance will be provided by an active frontage in building 3 on Westbrook Drive and as a result, residents walking home to Lillywhite Drive after dark will not feel safe, as it will simply be a vehicular route. Working on a proposed lighting strategy may not be enough.

There is also a contradiction in terms of whether the whole of the landscape around the buildings would always be open and accessible, or whether the landscaping on the south western side would be closed with rollable bollards and fencing outside of working hours. There must be clarity, in terms of defining public/ private access from the outset, as the stated design intention is one of activating the ‘ground floor’ and creating a landscape that is open to everyone.

In terms of planting, the Panel notes that brown, not green roofs are shown; they will not be accessible to employees or visitors. There will also be ‘greenery terraces’ that are not accessible. Elsewhere, a selection of species is being proposed that can survive drought with no irrigation. Edible elements would be a very positive addition, likewise a community garden, i.e. the Panel recommends a move away from a commercial landscape design, more towards one for community.

In terms of the material presented that shows the proposed landscape in some of the views around Westbrook Drive, the Panel suggests that they do not accurately represent the site – drawings and visualisations need to show a site that is more inhabited and active, with well-overlooked spaces.

## **Character**

### *Context*

Landscape and visual impact assessment (LVIA) material has been provided to the Panel but nothing presented on the verified view from Castle Mound. The Panel therefore is not in a position to comment on the applicant team advising that the proposed development cannot be seen from Castle Mound in summer; the conservation officer wants to be able understand the view when trees are not in leaf. From the LVIA material that has been provided, the Panel concludes that the proposal is not overly dominant in other more distant views. Additional work ought to be undertaken on sectional analysis, and considering the buildings' height and massing in relation to the site's boundaries.

### *Buildings*

The design team has advised the Panel that with regard to the proposed massing of the replacement development, a great deal has been done to understand the domestic scale of its surroundings. But the Panel's response is that in the replacement buildings, there is 'too much of this particular function in this particular location'; a huge amount of workspace is proposed in what is a tight community in the surrounding, predominantly residential streets. The original buildings caused a problem in this regard and this proposal in its single use does not alleviate that problem in urban design terms. The proposal is not a good solution in terms of the proposed massing - the Panel is not convinced that the architecture fits in - and its isolation that is caused by the infrastructure running around much of the site's perimeter. A large mass of new building, with a road running around much of it, also now creates a very different problem around access to homes in Lillywhite Drive.

If the proposal had been considered by the Panel at masterplanning level in relation to how to organise the site, it is likely that different combinations of buildings would have been considered. For example, it may be that there should be two buildings not three, perhaps created by merging buildings 1 and 2, with building 3 (deliberately the tallest, adjacent to the Fellows House Hotel) potentially remaining separate. While buildings 1 and 2 as currently orientated and designed sit well on the site, there is a particular issue with building 3's scale and massing (it is some 65m x 40m). Its proportions are unconventional and not classical; it is top-heavy and has chipped-away setbacks, and does not look well-composed.

The Panel is unclear as to how and why the idea of the podium 'courtyard' has come about, when separate building entrances may be preferable for security - each will have a secure line defining where private space starts. The Panel therefore suggests exploring pulling the buildings apart, with scope then created for introducing community functions and social activity, and bringing life into the heart of the site. If the three buildings were to be provided with a ground level route through them, this would also help to break down the identified issues of lack of site permeability. At present, the Panel sees the proposal as being very much one building on an island, in an island. From any perspective, opening up the central space is recommended by the Panel. Community amenity and a mix of uses would then address this (and other) spaces; the central area could also become a more accessible landscaped space. In the Panel's view, achieving this outcome would take the project closer to the community vision that Reef is seeking to create.

### *Materials and detailing*

The Panel fully understands that the proposed architecture is still evolving. It is noted that the buildings will be steel frame structures (SFS); the reverberation criteria of floors means that the design team cannot use CLT in this scheme, it being a building providing lab-enabled floorspace. Nonetheless, the Panel notes that the single storey timber podium will be of CLT construction, with a brown roof.

On matters of more detailed materiality and appearance, the design team wants to fully contextualise the project and has analysed the local area to devise several character areas. While off-site construction (MMC) may be used for the proposed

facades, the Panel notes that there have not been any discussions with façade consultants to date. Reef are however understood to be working direct with two main contractors and their sub-contractors; pre-cast brick panels and either load-bearing brick or stone facades have all been looked at, with the latter dismissed for investment funding reasons. The design team has acknowledged that studies need to be undertaken, for how the proposed longevity of the proposed development can be delivered and assured. As a general principle, the Panel advises that if building 3 stood apart, then it would be possible to understand the three separate languages but in the current scheme, it is essentially one building with one front door. Variation can be brought into the project but this does not mean that the language has to change. The Panel suggests that an alternative, more cohesive approach would be for the various facades to respond differently to different boundaries.

## Community

Reef have carefully explained to the Panel that ‘to be socially successful, the development has to be commercially successful’, recognising how in their view, it is best to locate lab-enabled, biomedical research space in town centres, to help workers have access to the available facilities. Their approach is to have urban-centred life sciences, incorporating enough meeting spaces (including for rent to the local community), cafes and co-working areas, with informal working arrangements in collaboration spaces.

The outcomes of community engagement – including a listening event – have also been summarised for the Panel, e.g. in relation to neighbouring occupiers wanting access to the site’s green space. The wishes of neighbouring care home residents, Chesterton College’s questions around use of the proposed meeting rooms, exhibition space and off-site teaching, and children at Milton Road School being involved in designing the communal landscape have all been considered. But as stated above, the Panel has an overriding concern that the current design for the site and the podium spaces will not be ‘inviting’ for these members of the community to access. With 1700 employees being based here when the development is fully let, the Panel suggests looking at incorporating a creche and a gym in addition to the café - and potentially catering for other needs of both the working and residential



communities, in effect so that the ground plane can become a community space and one that connects movements across the site.

The Panel has clear concerns around not only the physical massing of the proposed buildings but also their occupation. Yet the roof space is not proposed as an accessible area for employees to enjoy the views, or work from. While there is clearly a balance to be had with resident amenity and overlooking, and also the need to consider longer views - perhaps more could be done in this regard. Looking to conceal rooftop plant and machinery from views, with plant rooms dispositioned away from sensitive views, is not an appropriate solution. While residents may not want more rooftop activity, the Panel urges the design team to find places where it can be catered for, where there is no overlooking.

### **Connectivity**

Active mobility choices and provision should be central to the scheme, including strong linkages to nearby bus stops. In the proposal, Westbrook Drive will only to be trafficked in its north eastern part and the rest of existing road will be very green. However, the lack of permeability around the site creates wider connectivity issues for the local community, who are being encouraged to use the site. Where possible, the Panel agrees that there should be managed gated access points in the existing site boundary. The applicant has expressly stated the wish to connect with Lillywhite Drive, as there are many residents passing through on foot – an intention that is strongly supported by the Panel. The most important and clearly essential boundary gate would therefore be to the south west of the apartment building in Lillywhite Drive opposite building 2. Also desirable would be another gated access point on the north eastern boundary, adjacent to the Fellows House Hotel. If there is no scope to improve connectivity in this way at the outset, the Panel recommends that the landscape design should not preclude future incorporation, effectively building connectivity in as part of a phased masterplan. New connections from the site's boundaries will also influence how together with the design of the buildings and landscape, people will be pulled around the site.

Noting the volume of car parking proposed in the under-croft, and despite the intended removal of most of the ground level spaces currently positioned around the site, the Panel is very concerned as to how the vehicle movements associated with 1700 workers - who will be arriving and leaving at the start and end of the working day - will not create a bottleneck (and this concern does not take into account deliveries). Despite the acceptance of proposed trip generation by the County Council as highway authority, the need for all of the vehicular parking proposed is challenged by the Panel. Although the design team refers to car parking numbers being reduced and there being 100 fewer spaces than existing (1 space per 130sqm is proposed), the Panel is firmly of the view that the development should be car-free (other than access for blue badge holders). Any car parking on-site that is provided should be sensitively managed, to ensure that there is as much permeability as possible; the numbers of spaces could gradually be reduced via leases and/ or s106 obligations, as modal shift occurs. Unless and until the development is car-free, cars arriving at the site should be decanted as soon as possible. The Panel suggests providing two access ramp points that could allow the under-croft to be split, and then it could be possible to bring the centre of the site down to grade. The access ramps should be inside the new buildings i.e. underneath them, so that they interfere less with the public realm.

On the site's north western boundary and with reference to the retained and potentially shared car parking spaces adjacent to the apartment building in Lillywhite Drive - where EV charging points may be installed - the Panel asks the design team to look again at that interface. This location for a shared asset needs to be tested in terms of amenity, and whether it is the most suitable, given its proximity to people's homes.

Turning to cycle parking, the Panel has been given to understand that the highway authority accepts the number of spaces as meeting LTN standards. Short and long stay cycle parking is provided, plus space for cargo bikes. The number of cycle spaces is not however in line with the local plan standard of 2 spaces for every 5 staff, or 1 space per 30sqm gfa, whichever is the greater. Any shortfall in spaces should be addressed in the Panel's view because cycling is the key sustainable transport mode for the city and accessing the site for some 1700 employees; clarity

is also required on how all needs will be met. Placing cycle parking in the under-croft is not the optimal solution as it complicates routes for cyclists. The Panel suggests having most cycle parking provision at ground level across the site, activating and making Westbrook Drive and the landscape safer.

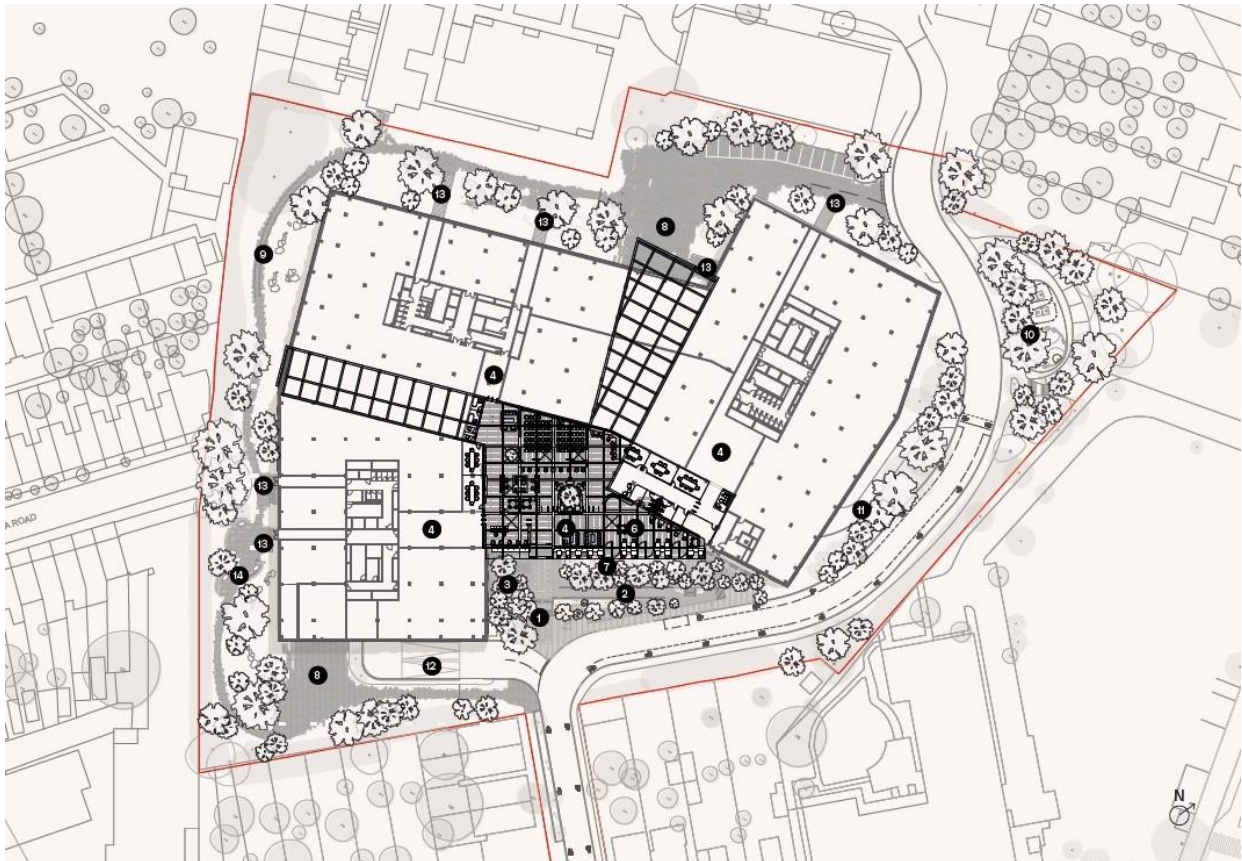


Figure 2: Proposed Ground Floor Plan (NTS)

*For information: in determining an application for planning permission, the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (see [section 70\(2\) of the Town and Country Planning Act 1990](#) and [section 38\(6\) of the Planning and Compulsory Purchase Act 2004](#) – these provisions also apply to appeals). A material planning consideration is one which is relevant to making the planning decision in question (eg whether to grant or refuse an application for planning permission). It is for the decision maker to decide what weight is to be given to the material considerations in each case. This design review panel report will be a material consideration in the determination of a future planning application for the project presented, or a similar scheme, with the Council as decision maker deciding the weight to be attached to the report.*

## **Contact Details**

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

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# Appendix B, DCF Minutes 16 April 2024

## Case by Applicant

- i. Was a live application.
- ii. Had been significant liaison with different groups and was ongoing.
- iii. Site located north of Mitchams Corner. Access to site off Milton Road.
- iv. Current hardscape would be turned into public landscape space.
- v. Currently there is no connection to Gilbert Road or Corona Road.
- vi. Discussion points with public was access points for pedestrians and cyclists to Lilywhite Drive and Corona Road.
- vii. There had been five consultations during the process. Engagements with local community. Two youth engagements with Milton Road Primary School.

## Case by Petitioners (In Support)

- i. Was a resident of Corona Road.
- ii. The original plan of applicant included the addition of walking and cycling links.
- iii. Developers carried out 5-month consultation with residents. These consultations concluded that links should be removed from the final planning submission based on resident's feedback.
- iv. Stated that another entry point onto Mitchams Corner was not safe.
- v. Objections to links during consultation included, lack of privacy, preservation of quiet area.
- vi. Links would worsen already dangerous cycling patterns on Mitchams Corner.
- vii. Mitchams Corner was already dangerous for cycling and pedestrians. Adding a link would increase this danger.
- viii. Pavement around Mitchams Corner was very narrow.
- ix. Stated pavement widths on Corona Road were not sufficiently wide.
- x. Stated that increased foot and cycling traffic would cause a danger.
- xi. There was a green margin separating commercial and residential areas and this area provided a barrier between the two areas. The proposed links would remove large sections of this green margin. This would affect mature trees in the border as well.
- xii. The proposed new building would be taller than previous and removing green barrier would cause a loss of privacy to neighbouring homes.
- xiii. Felt links would add an increased risk in crime.

## Case by Petitioners (Against)

- i. Petitioners were residents of Lilywhite Drive.

- ii. Were supported by walking charity Living Streets and Cambridge Cycling Campaign.
- iii. Cambridge City Council published report on North of Cambridge stating that one of the highest priorities for residents is a safer, better-connected cycling and walking network for local trips.
- iv. Problem that needed to be addressed was Westbrook Centre forms part of a large block bound by Gilbert Road, Milton Road and Victoria Road and it was not possible to cross by foot.
- v. Lack of connectivity has several consequences including unsafe walking routes. This limits the area that could be covered by foot.
- vi. Made it difficult to avoid areas that were dangerous for walking and cycling.
- vii. Felt there was sufficient infrastructure to provide walking links to Lilywhite Drive.
- viii. Stated local and national planning policies supported new walking links.
- ix. Had started a petition in favour of walking links.
- x. Stated that Cambridgeshire County Council also supports new walking links.
- xi. New links would provide option to bypass Mitchams Corner, enabling safer routes to nearby schools.
- xii. Stated properly designed footpaths would not increase the risk of crime.
- xiii. Stated similar links were already common in Cambridge.

### **Case Officer's Comments**

- i. Application was received 28 February 2024. Neighbours and consultees were notified on that date.
- ii. Several site notices were put up advertising the application on 08 March 2024.
- iii. The consultation was due to finish on 25 April 2024.
- iv. There were currently 70 representations. 53 in objection, 11 neutral and 4 in support.
- v. Current representations currently focus on connectivity and permeability.
- vi. Officers had worked with applicants through the pre-application process to explore improved connectivity through local planning policies.
- vii. Officers and applicants had come across roadblocks to delivering links, including land ownership issues. Were hoping some of these roadblocks would become unblocked.
- viii. The development had been designed to not prejudice links coming forward in the future.
- ix. The applicant team were open to delivering links within their control, secured via planning conditions or section 106 agreement.
- x. Had gone out to consultation and had received comments from Highways and Transport Assessment Team.

## Responses to Members' Questions

- i. Was not aware of any links from Victoria Road to Chesterton College. Would need to walk East or West to travel there.
- ii. There was a route down Garden Walk that could be used.
- iii. Currently many students and parents need to travel around Mitchams Corner to get to Milton Road Primary School.
- iv. The main points of petitioners in support was the gyratory, crime and safety.
- v. The objectors stated that the links would avoid Mitchams Corner area and make it safer for pedestrians.
- vi. The petitioner in support stated that the links to Corona Road was focused on as Gilbert Road link had issues regarding third party ownership.
- vii. There were crime and privacy concerns from residents of Lilywhite Drive.
- viii. Regarding managed access suggestion (key fobs, gate locking at a certain time), the petitioner in support stated that the fact that these options would be deemed necessary, proves that there were issues with the links. Stated safety concerns and crime risk would still be relevant. Does not believe that option would be positive for the broader community.
- ix. The applicant's representative stated there would be 24/7 CCTV at the site.
- x. Any accesses would be made safe for users.
- xi. Applicant's representative stated that FOB access would not be appropriate. The option would need to be a gate on a timer.
- xii. Petitioners in objection stated that Gilbert Road link access would enhance cycling commuters.
- xiii. Petitioners in objection stated that any safety concerns could be designed out.
- xiv. The Chair stated that the owners of Fellows House had said no to the links. He had asked Fellows House to re-examine that stance and was now being discussed.
- xv. The Planning Officer stated that they had not had a consultation response from the Access Officer yet. The Designing Out Crime Officer had commented that they agreed with comments from residents of Corona Road and that there were enough access points towards the school. There would not be a requirement to increase the risks for crimes to be committed with the introduction of an additional access route. Recommendation would be to not add any additional footpaths to the area.
- xvi. Applicant's representative stated they were engaging with Fellows House as well.
- xvii. Petitioners in objection stated that opinions of safety regarding the gyratory, did not think the links added an additional safety risk. Stated that the less walking and safety links added increased the use of vehicles.
- xviii. Petitioners in support stated that the safety risks were valid at the gyratory.

### **Summing up by the Applicant's Agent**

- i. Would take away what was heard today and continue to engage with Officers and local residents.

### **Summing up by the Petitioners Against**

- i. New connections would support local and national planning policies.
- ii. Stated Corona Road and Lilywhite Drive drives would improve routes to destinations in the South.
- iii. Link from Gilbert Road would improve access to Westbrook Centre, children's play area and local school.
- iv. Stated that now was the best time to create these links.

### **Summing up by the Petitioners in Support**

- i. Wanted to reiterate safety and crime concerns.
- ii. Current Mitchams Corner gyratory was not appropriate for additional links.

### **Final Comments of the Chair**

Notes of the Development Control Forum would be made available to relevant parties, published on the council's website and appended to the Planning Officers report.

The planning case officer should contact the applicants/agent after the meeting to discuss the outcome of the meeting and to follow up any further action that is necessary. The applicant will be encouraged to keep in direct contact with the petitioners and to seek their views on any proposed amendment/s.

The Council will follow its normal neighbour notification procedures on any amendments to the application.

Application to be considered at a future Planning Committee.

Along with other individuals who may have made representations on the application, the petitioners' representatives will be informed of the date of the meeting at which the application is to be considered by Committee and of their public speaking rights. The Committee report will be publicly available five clear days before the Committee meeting.





<b>Planning Committee Date</b>	3 <sup>rd</sup> July 2024
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/04191/REM
<b>Site</b>	Netherhall Farm, Wort' Causeway, Cambridge
<b>Ward / Parish</b>	Queen Ediths
<b>Proposal</b>	Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 20/01972/OUT for the erection of 200 new residential dwellings with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space, and landscape and details required by conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 24, 28, 32 and 37 of the outline permission 20/01972/OUT. Environmental Impact Assessment was submitted with outline application 20/01972/OUT.
<b>Applicant</b>	Cala Homes (North Home Counties) Limited
<b>Presenting Officer</b>	Kate Poyser
<b>Reason Reported to Committee</b>	Application raises special planning policy or other considerations. <b>Deferred</b> from 24 <sup>th</sup> April 2024 Planning Committee.
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Whether the application is in accordance with the outline planning permission.</li><li>2. Design and layout</li><li>3. Highway safety</li><li>4. Car and cycle parking</li></ol>

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

**Recommendation**

**(i) APPROVE** this reserved matters application subject to conditions and informatives as detailed in this report with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

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

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

**0.0 Contents**

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## 1.0 Executive Summary

1.1 This item refers to a reserved matters application for 200 homes at the Netherhall Farm (GB1) site off Worts' Causeway. The application came before the Planning Committee on 24<sup>th</sup> April 2024. After careful consideration of the proposed development Members resolved to defer the item. The reasons for deferral are listed below:

- i) Improve car parking for M4(2) and M4(3) homes;
- ii) Increase the number of visitors parking spaces;
- iii) Details required for parking for deliveries (inc. how managed);
- iv) Review ramps/road tables for cyclists to stay on flat surface;
- v) Information required on play spaces for older children;

- vi) Explore cladding colour options to avoid potential overheating;
  - vii) Reduce the number of single aspect homes and consider mitigation measures;
  - viii) Consider water consumption reduction measures such as slow-release water butts for houses.
- 1.2 The officer report to the 24<sup>th</sup> April 2024 Planning Committee is attached as Appendix 1 and it sets out the material planning considerations for the proposed development. This officer report to the 3<sup>rd</sup> July 2024 Planning Committee only considers the reasons for the deferral and is, in effect, an addendum to the earlier report.
- 1.3 Other matters raised and agreed by Members on the 24<sup>th</sup> April are: remove permitted development rights for swimming pools in privately owned homes, to add M4(3) home standards to Condition 17 and the addition of further informatives.
- 1.4 It is noted in the minutes that the planning officer updated the officer report orally at the meeting to recommend the discharge of Condition 14 – artificial lighting of the outline planning permission, and an additional informative advising that the discharge of this condition is without prejudice to any Section 38 agreement with the Highway Authority.
- 1.5 The applicant has submitted additional and revised information in response to the reasons for refusal, which are considered below. Further consultations have been carried out with the Local Highway Authority and the District Council’s Sustainability Officer. The applicant’s letter giving a brief summary response to the reasons for the deferral and a list of revised drawings and documents is included in Appendix 2. An amended schedule of submitted drawings and documents is included in Appendix 3.
- 2.0 Further Consultations**
- 2.1 County Highway Development Management – no objections.**
- 2.2 A request is made to ensure the streets are maintained in accordance with the submitted Street Maintenance Plan.
- 2.3 County Transport Assessment Team – no objection**
- 2.4 Senior Sustainability Officer – no objections.**
- 2.5 The clarification and reduction in the number of single aspect homes is welcomed.
- 2.6 “It is noted that concerns were raised about the use of darker weather boarding in relation to overheating, which one assumes is in relation to the issue of the urban heat island effect. While it is noted that the colour of the

materials can have an impact on the albedo of that material, I am of the view that in this case, any impact will be relatively minor and will be mitigated by the proposed landscaping of the development given that this material is proposed for only part of the proposals and reflects the local agricultural vernacular. Consideration could be given to specifying lighter coloured materials for the hard landscaping, for example the blockwork within the courtyards.”

## **2.7 Tree Officer – no objections**

2.8 A representation has also been received from the Tree Officer requesting a condition be included for the protection of trees during the construction process. However, this is already the subject of Condition 50 (c) of the outline planning permission and is therefore not required.

## **3.0 (i) Improve car parking for M4(2) and M4(3)**

3.1 This relates to car parking for M4(2) accessible and adaptable dwellings and M4(3) wheelchair user dwellings. All affordable units will be built to M4(2) standards, with an additional four, which is 5% of the affordable homes, to M4(3) standards.

3.2 The applicant has submitted two drawings: a Proposed Vehicle Parking Plan (JTP\_S06 P6) and a further drawing (JTP\_S16) which shows the proximity of the M4(3) car parking spaces to their respective residential unit. The proposed four M4(3) units are all apartments located within the Farmstead area of the site. Four car parking spaces are shown with the additional 1.2 metres on both sides and to the rear of a standard space, as required under the Building Regulations. They are all shown within 15 metres of the relevant building entrance.

3.3 There are an additional 7 car parking spaces with an additional 1.2 metres to the width of the space, which are all located close to apartment entrances.

3.4 The scheme complies with Policy 82 of the Cambridge Local Plan 2018.

## **4.0 (ii) Increase the number of visitors car parking spaces**

4.1 Drawings have been submitted that show an additional 13 visitors car parking spaces to serve the development (JTP\_S06 P6). The application originally showed just 8 visitors’ spaces, so the total now being proposed is 21 spaces. Policy 82 of the Cambridge Local Plan 2018 requires visitor car parking spaces to be provided at 1 space for every 4 units. The proposed ratio is 1 space per 9.5 units.

- 4.2 The provision of any further visitor parking spaces would require quite significant changes to the overall layout of the scheme such as the loss of soft landscaped areas or the reduction in the number of dwellings proposed.
- 4.3 The proposed development has a very good network of cycle/pedestrian paths to encourage sustainable forms of transport. With this in mind the applicant has decided to increase the number of visitor cycle spaces with the provision of cycle hoops close to the entrance of the apartment block (Block H) towards the northern end of the site and at convenient locations around the Farmstead area and other locations within the public open space.
- 4.4 Whilst the number of visitor car parking spaces do not meet the policy requirements, the numbers have been significantly increased. The consideration of this can be balanced against the aspirations of the scheme to have high sustainability credentials and to achieving high quality urban design, as well as the provision of housing.
- 4.5 **Conclusion**  
It is considered that, on balance, there are no sustainable planning objections to the proposed number of visitor car parking spaces.

#### **5.0 (iii) Details required for parking for deliveries (inc. how managed)**

- 5.1 The Cambridge Local Plan 2018, Policy 82 requires developments to provide adequate provision for servicing. Manual for Streets advises that  
“In most situations, it will not be necessary to provide parking spaces specifically for service vehicles, such as delivery vans, which are normally stationary for a relatively short time. If such parking bays are considered necessary, other vehicles may need to be prevented from using the spaces by regulation and enforcement.”
- 5.2 The applicant has decided not to provide parking spaces for delivery vehicles. A plan has been submitted that indicates the likely number of deliveries for each street and the figures are based on July 2020 statistics, which was during the COVID-19 restrictions when deliveries were likely higher than normal. (See attached letter in Appendix 2).
- 5.3 In the applicant’s letter it is also advised that 85% of deliveries are undertaken by cars and light goods vehicles and that most deliveries take less than 10 minutes.
- 5.4 The lack of parking spaces specifically for delivery vehicles would not be contrary to the adopted local plan Policy 82 and would satisfy the guidance in Manual for Streets.

#### **6.0 (iv) Review ramps/road tables for cyclists to stay on flat surface**

- 6.1 A matter was raised at the 24<sup>th</sup> April Planning Committee relating to whether a level surface could be provided for cyclists through the raised tables proposed at road junctions.
- 6.2 The proposed raised tables are at junctions on the principal street and would be in accordance with the Cambridge Housing Estate Road Construction Specification (Cambridgeshire County Council January 2023). The ramps would have a slight gradient of 1 in 12 and a typical detail is given in the applicant's letter in Appendix 2.
- 6.3 There is a very good network of cycleways/footpaths throughout the site and cyclists would be able to avoid the raised tables if they so wished. The applicant has considered the request, but in light of the road being designed to be in accordance with the Estate Road Construction Specification it is not considered necessary to amend the scheme in this instance.
- 6.4 **Conclusion**  
The application complies with Policies 80 and 81 of the Cambridge Local Plan 2018.

## **7.0 (v) Information required on play spaces for older children**

- 7.1 The Cambridge Local Plan 2018 seeks to achieve an open space and recreation provision for children and teenagers of 0.3 hectares per 1,000 people of equipped children's play areas and outdoor youth provision. This includes LAPs (local areas for play and informal recreation); LEAPs (locally equipped or landscaped areas for play and informal recreation); NEAPs (neighbourhood equipped areas for play and informal recreation); and Youth Space (a social space for young people to meet).
- 7.2 A Youth Space is defined in the local plan as a social space for young people aged 12 and over to meet, hang out and take part in informal sport or physical recreational activity, with no formal supervision.
- 7.3 The proposed development provides two LAPs and one LEAP. The application site, which includes the 30 metre wide landscaped buffer to the eastern edge, exceeds the minimum required areas of land for the open space standards in the Cambridge Local Plan 2018.
- 7.4 It is noted that in the event that the scheme should not provide the standards set out in the local plan, a financial contribution is required under the S106 Agreement as part of the outline planning permission, towards improvements/equipment/facilities at the off-site NEAP at Nightingale Recreation Ground and Holbrook Road recreation Ground. However, this is not expected to be required due to the proposed spaces on the development site exceeding the standards.

- 7.5 The S106 Agreement also requires the applicant to submit a 'Play Provision for Children and Teenagers Scheme' to the City Council for approval prior to commencement of the development. This is to include the areas, phasing, typologies and specifications and future management and ownership or transfer to the City Council. This has yet to be submitted.
- 7.6 The applicant has expressed willingness to develop the play area design to increase the element of play for teenagers and has provided examples that can be explored (see Appendix 2).
- 7.7 Conclusion  
The proposed play spaces for children and teenagers are in accordance with Policies 56, 59, 73 and 83 of Cambridge Local Plan 2018.
- 8.0 (vi) Explore cladding colour options to avoid potential overheating**
- 8.1 A variety of external materials are proposed for the residential units. It is intended to be predominantly buff brick, but to give variety, some cladding is also shown, and this is proposed to be black Cedral concrete boarding. No buildings are proposed to be entirely clad in the black boarding.
- 8.2 The largest amount of black boarding would be within the Farmstead area, and it is intended to reflect the character of farm buildings, as this part of the site is in front of the existing Netherhall Farm buildings. Black is the traditional colour for weatherboarding on farm buildings and a lighter colour is less likely to reflect this character. Blocks B, C, F and much of E and G would be clad at first and second floor levels, with the ground floor being in buff brick.
- 8.3 The applicant advises that solar gain for Cedral cladding is negligible. This is due to a ventilation gap between the cladding and structure of the building, also, the nature of concrete which takes a relatively long time to heat up and cool down. Any heat build-up in the cavity, due to the heat build-up of the façade would be dissipated by the rear ventilation.
- 8.4 The advice of the Council's Sustainability Officer is given in paragraph 2.5 above. The opinion given is that any impact will be relatively minor and will be mitigated by the proposed landscaping.
- 8.5 It is noted that there is a suggestion regarding using a lighter colour for hard surfaces. The proposal is for block paving of charcoal and burnt ochre.
- 8.6 Conclusion  
There is no evidence to suggest that the use of black for the cladding would contribute to unacceptable overheating of the properties or to the spaces around the buildings. The colour of the cladding would positively contribute to the overall appearance of the development and to the character of the area. It would not conflict with the requirements of Policy 28 – Sustainable design and construction and water use, and would meet the requirements of Policies 55



Responding to Context, 56 Creating Successful Places, and 57 Designing New Buildings, of the Cambridge Local Plan 2018.

**9.0 (vii) Reduce the number of single aspect homes and consider mitigation measures**

9.1 The applicant has both clarified and amended the proposed number of single aspect homes. Only 7% of the dwellings are now being proposed as single aspect. This amounts to 14 units, which are all apartments. Appendix 4 shows where the apartments are on a site plan.

9.2 A TM59 Overheating Risk Analysis by T16 Design has been carried out for the 14 units. The new dwellings are shown to pass both the TM59 modelling and Part O of the Building Regulations.

9.3 Conclusion

The Sustainability Officer has been re-consulted and raises no objections to the amended scheme. The development would not conflict with the aims of Policies 28, 35 or 57 of the Cambridge Local Plan 2018.

**10.0 (viii) Consider water consumption reduction measures such as slow-release water butts for houses.**

10.1 The applicant has advised of a willingness to provide slow-release water butts for houses and for this to be secured by condition. Condition 22 – Water butts has been added to the recommended conditions for this development, see recommendation below.

10.2 Other matters of sustainable design and water efficiency are considered in the previous officer report to committee in Appendix 1 and it is noted that Condition 11 of the outline permission sets out requirements for water efficiency.

**11.0 Other Matters**

11.1 At the Planning Committee on 24<sup>th</sup> April 2024 Members agreed other matters relating to conditions and informatives. These relate to the following amendments which were carried unanimously:

1. To remove permitted development rights regarding swimming pools for privately owned homes.
2. M(4)3 home standards should be added to Condition 17.
3. An informative that play spaces should be provided for different age ranges plus able bodied and disabled children.
4. Informative to include information to new buyers about removal of permitted development rights in marketing information and website.

11.2 These agreed amendments to conditions and informative are included in the recommendation.

11.3 The applicant has also decided to add additional cycle stores, beyond that previously proposed, to 24 of the houses so that they have additional bike storage capacity to accommodate cycles and/or cargo bikes at the rear.

## 12.0 Conclusion

12.1 The recommendation remains the same as for the officer report to the 24<sup>th</sup> April Planning Committee (Appendix 1), with the following amendments as referred to above and in the oral update to that previous committee.

12.2 The oral update included the discharge of outline Condition 14, and the table below has been amended accordingly and a new informative 10 added.

12.3 Condition 14 has been amended to remove permitted development rights for swimming pools in the interest of water efficiency, as agreed by Members.

12.4 Condition 17 has been amended to require 5 percent of the affordable housing component to be constructed to Part M4(3) standards, as agreed by Members.

12.5 Condition 22 requiring all houses to be provided with a water butt has been added in response to Members' agreed request.

12.6 An informative, number 11, has been added regarding play space provision for a range of children.

12.7 An informative, number 12, has been added requesting information to be provided to purchasers regarding the removal of some permitted development rights.

## 13.0 Recommendation

13.1 **(i) Approve reserved matters application reference 23/04191/REM subject to the planning conditions and informatives as set out below, with delegated authority to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.**

13.2 **(ii) Approve the part discharge of the following outline planning conditions in so far as they relate to this reserved matters application site according to the recommendations for each condition set out in the table below:**

Condition	Recommendation
5. Arboricultural Impact Assessment	approve
6. Housing Mix	approve

7. Residential Space Standards	approve
8. Wheelchair User Dwellings (as amended)	approve
9. Surface Water Management Strategy	approve
10. Carbon reduction	approve
11. Water efficiency	approve
12. Sustainability Statement	approve
13. Acoustic Design and Noise Insulation Scheme Report - Residential	approve
14. Artificial Lighting	approve
15. Public Art Delivery Plan	Cannot yet be discharged
20. Arboricultural Method Statement and Tree Protection Plan	approve
24. Site-Wide Ecological Design Strategy (EDS)	approve
28. Site-Wide Surface Water Drainage Scheme	approve
32. Public Art Strategy	approve
37. Travel Plan	approve

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

## **14.0 Planning Conditions**

### **1. Approved Plans**

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

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

### **2. Roads, footway and cycleway compliance**

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

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

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

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

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

#### **4. Materials**

No development shall take place above ground level until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include external features such as window, cills, doors and entrance canopies, shaders, roofs, cladding external metal work, rainwater goods, edge junction and coping details. Development shall be carried out in accordance with the approved details.

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

#### **5. Sample panel**

No brickwork above ground level shall be laid until a sample panel minimum 1.5mx1.5m has been prepared on site, or an alternative location to be agreed, detailing the choice of brick, bond, coursing, any special brick patterning [recessed brick, soldier coursing, stepped brick, vertical projecting brick, hit and miss], mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained for the duration the works for comparative purposes, and works will take place only in accordance with approved details.

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

#### **6. Pumping station**

No dwellings shall be occupied until the proposed pumping station has been constructed and is operational.

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

#### **7. Lighting**

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

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

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

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

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

### **9. Alternative boundary treatments**

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

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

### **10. Headwalls**

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

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

### **11. Cycle parking**

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

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

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

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

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

## **13. Solar Panels**

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

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

## **14. Removal of Class A P D and E(a) rights (two storey extensions and swimming pools)**

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

Reason: In the interests of protecting residential amenity and water efficiency Policies 28, 55, 56 and 57 of the Cambridge Local Plan 2018.

## **15. Removal PD rights garages**

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

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

## **16. Visibility Splay**

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

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

#### **17. Part M4(2) and Part M4(3)**

Notwithstanding the plans hereby approved, all dwellings shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' and 5 percent of the affordable housing component shall be constructed to meet the requirements of Part M4(3) of the building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing in accordance with Policies 50 and 51 of the Cambridge Local Plan 2018.

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

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

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

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

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

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

#### **20. Green roofs**

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

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

#### **21. Energy monitoring**

Prior to first occupation, each dwelling shall be fitted with a means for future occupiers to monitor / measure all of their own energy consumption (electric / water / gas) including the extent of the contribution made to energy consumption from on-site renewable energy sources. The fitted device(s) shall be retained and maintained thereafter.

Reason: In the interest of promoting sustainable development in accordance with Policy 28 of the Cambridge Local Plan 2018.

## **22. Water Butts**

A slow-release water butt shall be provided for each dwellinghouse prior to its first occupation.

Reason: In the interests of water conservation and efficiency in accordance with Policies 28 and 31 of Cambridge Local Plan 2018.

### **Informatives**

#### **1. Infiltration**

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

#### **2. Cranes**

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

#### **3. Signage**

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

#### **4. Pollution Control**

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

#### **5. Materials**

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



## 6. Letterboxes

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

## 7. Cambridge Sustainable Design and Construction SPD

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

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

### Air Source Heat Pumps

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

- a. Manufacturers' specifications of any proposed ASHP unit and in particular noise data e.g. Sound power level determined in accordance with BS EN 12102 Part 1 or 2 as appropriate or any equivalent. The test standard / procedure used and under what test operating conditions / cycle / mode. If possible one third octave band frequency sound data should be provided to assist in identifying tonal sound character.
- b. Demonstrate by measurement or prediction (or by a combination of measurement and prediction) that the operational noise from the said ASHP/s or other equivalent mechanical plant / equipment and vents either individually or cumulatively does not exceed the existing background sound level (determined in accordance with the principles of BS 4142:2014+A1:2019 with appropriate acoustic character / features corrections added to the specific sound level to obtain the rating level) at 1 metre from any window, door opening or any other opening of any habitable room in the façade of any residential property - including a nearfield 1m reflective acoustic effect correction for that façade (both the property at which the ASHP is installed at and neighbouring) and free field at the legal property boundary of any individual residential property at a height of 1.5m above ground level or at 1.5m above the ground level of any adjacent residential property external amenity area such as a garden, terrace, balcony or patio free field.
- c. Confirm and include details of the installation of ASHP proprietary anti-vibration / vibration isolation / dampening (such as inertia bases set on anti-vibration pads/mats/mounts/isolators), vibration isolated pipe connections (flexible pipe / hose connection elements and expansion joints) to reduce the effects of airborne vibrations, ground / structural borne transmission of vibration and regenerated noise within adjacent or adjoining premises / building structures.

- d. Confirm the specification of any noise insulation / mitigation as required including the sound reduction performance of any acoustic enclosures or equivalent.
- e. The Air Source Heat Pump/s or other equivalent mechanical plant / equipment scheme as approved shall be serviced regularly in accordance with manufacturer's instructions.
- f. Detailed scheme for monitoring the noise levels of the ASHPs over a period (which should cover a least 1 full heating season). The outcomes of the monitoring should be shared with the local planning authority and considered on future schemes.

#### 9. Building Regulations Informative

In line with the transitional arrangements set out in the relevant approved documents, the Council expects the development hereby approved to meet the requirements of Parts O and F of Building Regulations. Where meeting these requirements results in any changes to the design of the proposals hereby approved, these amendments shall be submitted and approved by way of formal application to the local planning authority.

#### 10. Condition 14 – artificial lighting

The discharge of this condition is without prejudice to any Section 38 agreement with the Local Highway Authority.

#### 11. Play Spaces

Play spaces should be provided for difference age ranges plus able bodied and disabled children.

12. Home purchasers should be advised of the removal of permitted development rights in marketing information including any marketing website.

## (23/04191/REM) Appendix 1



<b>Planning Committee Date</b>	24 <sup>th</sup> April 2024
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/04191/REM
<b>Site</b>	Netherhall Farm, Wort' Causeway, Cambridge
<b>Ward / Parish</b>	Queen Ediths
<b>Proposal</b>	<p>Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 20/01972/OUT for the erection of 200 new residential dwellings with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space, and landscape and details required by conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 24, 28, 32 and 37 of the outline permission 20/01972/OUT. Environmental Impact Assessment was submitted with outline application 20/01972/OUT.</p>
<b>Applicant</b>	Cala Homes (North Home Counties) Limited
<b>Presenting Officer</b>	Kate Poyser
<b>Reason Reported to Committee</b>	Application raises special planning policy or other considerations.
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Whether the application is in accordance with the outline planning permission.</li><li>2. Design and layout</li><li>3. Highway safety</li></ol>

- 4. Car and cycle parking
- 4. Affordable Housing
- 5. Sustainability
- 6. Water management
- 7. Biodiversity
- 8. Environmental health impacts

**Recommendation**

**(i) APPROVE** this reserved matters application subject to conditions and informatives as detailed in this report with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

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

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

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## **1.0 Executive Summary**

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

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

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

## **2.0 Site Description and Context**

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

\*X indicates relevance

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

### 3.0 Environmental Impact Assessment

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

### 4.0 The Proposal

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

**5.0 Relevant Site History**

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



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

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

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

## 6.0 Policy

## **6.1 National**

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

## **6.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 4: The Cambridge Green Belt

Policy 5: Sustainable transport and infrastructure

Policy 27: Site specific development opportunities

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding

Policy 42: Connecting new developments to digital infrastructure

Policy 45: Affordable housing and dwelling mix

Policy 47: Specialist housing

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 55: Responding to context

Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 59: Designing landscape and the public realm  
Policy 61: Conservation and enhancement of historic environment  
Policy 62: Local heritage assets  
Policy 68: Open space and recreation provision through new development  
Policy 69: Protection of sites of biodiversity and geodiversity importance  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management  
Policy 85: Infrastructure delivery, planning obligations and the Community  
Infrastructure Levy

### **6.3 Neighbourhood Plan**

N/A

### **6.4 Supplementary Planning Documents**

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

### **7.0 Consultations**

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

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

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

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

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

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

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

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

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

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

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

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

**7.13 Environment Agency – No comment.**

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

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

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

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

**7.16 Conservation Officer – No Objection**

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

**7.18 Senior Sustainability Officer – No Objection**

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

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

**7.21 Landscape Officer – No Objection**

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

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

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

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

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

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

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

Specific recommendations

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

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

## **8.0 Third Party Representations**

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

8.2 Those in objection have raised the following issues:

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

**9.0 Member Representations – None.**

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

**10.0 Assessment**

**10.1 Planning Background**

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

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

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

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

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

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

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

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

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

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

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

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

#### **10.12 Housing Provision**

10.13 The outline planning permission requires any reserved matters application to provide a balanced mix of dwelling sizes, types and tenures to meet projected



housing needs. The S106 Agreement requires 40% of the dwellings to be affordable.

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

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

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

10.19 The affordable housing would not be distinguishable from market housing by its external appearance and is well integrated into the scheme. As such, it adheres to both the adopted and the emerging draft Housing SPDs.

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

10.21 Conclusion

Officers, in consultation with the Council's Housing Team, are satisfied that the proposed distribution of the affordable units within the site is appropriate and the level of affordable housing is acceptable and sufficiently in accordance with Local Plan Policy 45 and the Greater Cambridge Housing Strategy 2019-2023. The requirements of Condition 6 of the outline permission, relating to housing mix have been met.

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

10.23 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

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

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

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

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

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

- 10.29 The external design of the apartments to the Farmstead area, between Netherhall Farm and Worts' Causeway, have greatly improved throughout negotiations. The most prominent elevations have inset balconies and there have been improvements to the window designs and external materials. The materials include brick and Cedral Lap fibre cement cladding to give a weatherboard-like appearance. They are of an appropriately strong design to reflect their prominent location fronting Worts' Causeway.
- 10.30 Homes on the eastern edge are the larger properties and would be more loosely knit to provide a low-density development. Negotiations have resulted in an informal layout to give a softer edge appropriate to its location on the edge of the development and close to the open countryside beyond.
- 10.31 A 30 metres deep landscaped area would provide a buffer between the development and the adjacent agricultural land. Within this area would be a meandering leisure cycle/footpath, a Local Area of Play and planting, including some larger trees. This would achieve the soft landscaped green edge intended under the outline planning permission and Policy 27 of the Cambridge Local Plan 2018.
- 10.32 Conclusion  
Following negotiations, the scheme has been amended to provide a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Local Plan Policies 27, 55, 56, 57, 58 and 59; outline Condition 4, and the NPPF.
- 10.33 Trees**
- 10.34 Local Plan Policies 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 10.35 The application is accompanied by an Arboricultural Impact Assessment which seeks to address the requirements of outline Conditions 5 and 20. There is an Area Tree Preservation Order that covers Netherhall Farm and land between Netherhall Farm and Worts' Causeway. The developed part of the site would occupy agricultural land with few trees, most of which are within boundary hedges. Several trees are proposed to be removed. These include a dead Ash and a group of dead Elms. There are also 2 groups of Hawthorn trees and an Elm which are all category C trees. There are no trees of particular significance proposed to be removed.
- 10.36 A large Horse Chestnut tree is to be retained within the development and appropriate protection taken to minimise disturbance of the tree within the root protection area. Trees are proposed to be planted throughout the development, the size and species being appropriate to the specific location. The proposed Condition 3 requires a programme for planting trees within the

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

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

### **10.38 Heritage Assets**

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

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

- 10.44 The outline planning permission for the application site is supported by a Sustainability and Energy Statement. (This accords with the requirements of the Council's Sustainable Design and Construction SPD (2020), Local Plan Policies 28 – Carbon reduction, community energy networks, sustainable design and construction, and water use, and Policy 29 – Renewable and low carbon energy generation).
- 10.45 Conditions are attached to the outline planning permission which seeks to ensure the approved statement, the requirements of the policies and the SPD are adhered to in the reserved matters application. The conditions are: Condition 10 – Carbon Reduction, Condition 11 – Water Efficiency and Condition 12 – Sustainability Statement.
- 10.46 The application is supported by a Sustainability Statement and Water Conservation Strategy and a Carbon Reduction Statement. These respond to the requirements of Conditions 10, 11 and 12 of the outline permission.
- 10.47 Condition 10 – Carbon Reduction requires the applicant to demonstrate how the development will achieve reductions in CO<sub>2</sub> emissions. The approach utilises improvements to fabric performance and energy efficiency; the use of air source heat pumps units for all houses and individual exhaust air heat

pumps for apartments. This approach exceeds the requirements of Condition 10.

- 10.48 Condition 11 – Water Efficiency requires all dwellings to be able to achieve a design standard of water use of no more than 110 litres/person/day as a minimum. Following advice of the Council’s Sustainability Officer in light of the current water resource issue the scheme has been amended, this include a potential specification to achieve 98.3litres/person/day, which is to be welcomed. (See proposed Condition 21 – Energy monitoring)
- 10.49 Condition 12 – Sustainability Statement requires the setting out of how the proposed development will have integrated the principles of sustainable design and construction into their design. The submitted statement sets out a range of measures including a fossil fuel free development, Home Quality Mark Level 4 and timber framed construction. This is welcomed.
- 10.50 Consideration has been given to overheating and the majority (85%) of apartments would be double or triple aspect. However, some would be single aspect and the use of the Council’s overheating informative is recommended in the event that amendments are required to meet the requirements of the Building Regulations Part O and F.
- 10.51 The application has been subject to formal consultation with the Council’s Sustainability Officer who raises no objection to the proposal as amended, subject to proposed Condition 13 below which requires full details of any solar panels prior to installation. Proposed Condition 12 requires a noise impact assessment to be submitted for the proposed air source heat pumps.
- 10.52 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with the outline planning permission and consequently in accordance with Local Plan Policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.
- 10.53 Biodiversity**
- 10.54 The Environment Act 2021 and the Councils’ Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.
- 10.55 The outline planning permission was granted subject to Condition 24 – Site-Wide Ecological Design Strategy. Pursuant to this, a Biodiversity Net Gain Assessment has been submitted.

- 10.56 The existing County Wildlife Site (within the application site, but to the west of the development area), is to be retained and enhanced within this project, securing a minimum of 30 years management by the applicant for this site and the adjoining species rich parcel. The proposed habitat retention, enhancement and creation is capable of providing a 17.84% biodiversity net gain (BNG), which exceeds the current policy requirement of 10% and comes close to the local authority aspirational 20% BNG. After 30 years, a management company will maintain the site. Proposed Condition 20 below requires the number and location of green roofs to be approved.
- 10.57 In consultation with the Council's Ecology Officer, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with Local Plan Policies 57, 69 and 70 of the Cambridge Local Plan (2018).

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

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

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

- 10.65 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 10.66 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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

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

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

- 10.79 Cycle Parking
- 10.80 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Local Plan Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support and encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 10.81 A Cycle Strategy has been submitted within the Design and Access Addendum. There is a good network of cycleways and footpaths throughout the scheme and negotiations have resulted in all dwellings having provision for cycle parking. This is achieved in various ways and the goal has been to provide cycle parking that is at least as accessible as car parking. The majority of houses have cycle parking provision at the front of the property. Some are incorporated within the garage or within the design of the house and some in separate stores. The layout of the dwellings is such that cycle stores may be to the side of the house; some are in the rear garden, but for most of these there is an alternative store more conveniently located as well. It is felt by officers that this aspect of the scheme has been greatly improved through negotiation and achieves the aim of cycle parking being at least as accessible as car parking.
- 10.82 Details of the appearance of the proposed cycle stores is required by proposed Condition 11 in the recommendation. The applicant proposes to provide 2 cycle repair stations on site providing air pumps and tools for residents and the wider community. Condition 19 in the recommendation seeks details of how these will be maintained.



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

10.92 Conclusion

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

**10.93 Residential Amenity**

10.94 Local Plan Policies 35, 50, 51 and 57 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

10.95 Neighbouring Properties

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

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

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

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

- 10.100 31 Worts' Causeway abuts the application site to the west, but is adjacent to the Wildlife Site, rather than the area to be developed. The nearest proposed buildings would be a row of terraced 2 storey houses. These would have a primary elevation facing the side of 31 Worts' Causeway (a ninety degrees relationship). However, as this would be at a distance of approximately 50 metres, it would not result in a significant loss of privacy to the occupiers of 31 Worts' Causeway. This does take into account the presence of a balcony at first floor level at 31 Worts' Causeway.
- 10.101 Future Occupants
- 10.102 Local Plan Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015). All of the proposed dwellings will meet this standard, satisfying the requirements of Condition 7 of the outline permission.
- 10.103 The relationship between homes has been considered for privacy and over-domination, taking into account distances and orientation. Negotiations have led to some small changes to the proposed scheme. Officers now consider that the relationships would provide for acceptable levels of residential amenity in this respect.
- 10.104 Garden Sizes
- 10.105 Local Plan Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers.
- 10.106 Local Plan Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable dwellings to be met with 5% of affordable housing in developments of 20 or more self-contained affordable homes meeting Building Regulations requirement part M4(3) wheelchair user dwellings.
- 10.107 The applicant has advised that all dwellings will meet part M4(2) standards and four of the affordable housing units will meet the M4(3) standard. Officers consider that the layout and configuration enables inclusive access and future proofing.
- 10.108 Generally, private external amenity space for houses will be in the form of rear gardens appropriate for the size of dwellings. A row of mews houses within the Farmstead area would have very small gardens on either side, but with sufficient space to accommodate, cycle and bins storage, and provide a table and four chairs.
- 10.109 Apartments within the Farmstead area and Block H within the Loop will have balconies or patios, typically measuring 6 metres square.

#### 10.110 Site-Wide Provision

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

#### 10.112 Construction and Environmental Impacts

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

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

#### 10.115 Conclusion

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

#### 10.117 Third Party Representations

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

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

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

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

### 10.119 Other Matters

#### 10.120 Bins

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

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

#### 10.123 Public Art

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

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

#### 10.125 Artificial Lighting

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

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

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

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

#### **10.130 Planning Balance**

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

10.132 The assessment of this application is limited to the reserved matters relating to layout, scale, landscaping, and appearance, to compliance with the outline planning permission. The reserved matters are considered to be in general compliance with the outline permission.

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

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

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

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

10.136 Conclusion

Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## 11.0 Recommendation

11.1 **(i) Approve reserved matters application reference 23/04191/REM subject to the planning conditions and informatives as set out below, with delegated authority to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.**

11.2 **(ii) Approve the part discharge of the following outline planning conditions in so far as they relate to this reserved matters application site according to the recommendations for each condition set out in the table below:**

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

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



## **12.0 Planning Conditions**

### **1. Approved Plans**

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

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

### **2. Roads, footway and cycleway compliance**

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

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

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

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

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

### **4. Materials**

No development shall take place above ground level until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include external features such as window, cills, doors and entrance canopies, shaders, roofs, cladding external metal work, rainwater goods, edge junction and coping details. Development shall be carried out in accordance with the approved details.

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

### **5. Sample panel**

No brickwork above ground level shall be laid until a sample panel minimum 1.5mx1.5m has been prepared on site, or an alternative location to be agreed, detailing the choice of brick, bond, coursing, any special brick patterning [recessed brick, soldier coursing, stepped brick, vertical projecting brick, hit

and miss], mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained for the duration the works for comparative purposes, and works will take place only in accordance with approved details.

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

## **6. Pumping station**

No dwellings shall be occupied until the proposed pumping station has been constructed and is operational.

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

## **7. Lighting**

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

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

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

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

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

## **9. Alternative boundary treatments**

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

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

### **10. Headwalls**

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

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

### **11. Cycle parking**

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

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

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

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

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

### **13. Solar Panels**

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

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

#### **14. Removal of Class A P D rights (two storey extensions)**

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

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

#### **15. Removal PD rights garages**

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

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

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

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

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

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

Notwithstanding the plans hereby approved, all dwellings shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing in accordance with Policies 50 and 51 of the Cambridge Local Plan 2018.

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

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

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

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

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

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

## **20. Green roofs**

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

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

## **21. Energy monitoring**

Prior to first occupation, each dwelling shall be fitted with a means for future occupiers to monitor / measure all of their own energy consumption (electric / water / gas) including the extent of the contribution made to energy consumption from on-site renewable energy sources. The fitted device(s) shall be retained and maintained thereafter.

Reason: In the interest of promoting sustainable development in accordance with Policy 28 of the Cambridge Local Plan 2018.

## **Informatives**

### **1. Infiltration**

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

### **2. Cranes**

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

### **3. Signage**

Appropriate signage should be used in multi-function open space areas that would normally be used for recreation but infrequently can flood during extreme events. The signage should clearly explain the use of such areas for flood control and recreation. It should be fully visible so that infrequent flood

inundation does not cause alarm. Signage should not be used as a replacement for appropriate design.

#### 4. Pollution Control

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

#### 5. Materials

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

#### 6. Letterboxes

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

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

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

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

#### Air Source Heat Pumps

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

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

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

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

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

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

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

#### 9. Building Regulations Informative

In line with the transitional arrangements set out in the relevant approved documents, the Council expects the development hereby approved to meet the requirements of Parts O and F of Building Regulations. Where meeting these requirements results in any changes to the design of the proposals hereby approved, these amendments shall be submitted and approved by way of formal application to the local planning authority.

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## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 28.06.24

### Drawings (submitted for approval)

Drawing No.	Drawing Title	Prepared by	Date submitted to LPA
<b>Architectural</b>			
01635E_JTP_S01 P1	Site Location Plan	JTP	31.10.23
01635E_JTP_S02 P5	Proposed Ground Floor Plan	JTP	20.05.24
01635E_JTP_S03 P5	Proposed Roof Plan	JTP	20.05.24
01635E_JTP_S04 P5	Proposed Tenure and Block Plan	JTP	20.05.24
01635E_JTP_S05 P5	Proposed Housing Mix Plan	JTP	20.05.24
01635E_JTP_S06 P6	Proposed Vehicle Parking Plan	JTP	20.05.24
01635E_JTP_S07 P5	Proposed Refuse Strategy Plan	JTP	20.05.24
01635E_JTP_S08 P1	Existing Site Plan	JTP	31.10.23
01635E_JTP_S09 P5	Proposed Storey Heights Plan	JTP	20.05.24
01635E_JTP_S10 P6	Proposed Coloured Masterplan	JTP	21.05.24
01635E_JTP_S11 P5	Proposed Cycle Strategy	JTP	20.05.24
<b>SS</b>			
01635E_JTP_SS_01 P3	Street Elevations 01	JTP	28.03.24
01635E_JTP_SS_02 P2	Street Elevations 02	JTP	16.02.24
01635E_JTP_SS_03 P2	Street Elevations 03	JTP	16.02.24
01635E_JTP_SS_04 P2	Street Elevations 04	JTP	16.02.24
<b>AB</b>			
01635E_JTP_AB_01 P2	Block A Plans	JTP	16.02.24
01635E_JTP_AB_02 P2	Block A Elevations	JTP	16.02.24
01635E_JTP_AB_03 P2	Block B Plans	JTP	16.02.24
01635E_JTP_AB_04 P2	Block B Elevations	JTP	16.02.24
01635E_JTP_AB_05 P2	Block C Plans	JTP	16.02.24
01635E_JTP_AB_06 P2	Block C Elevations	JTP	16.02.24
01635E_JTP_AB_07 P3	Block D Plans	JTP	20.05.24
01635E_JTP_AB_08 P3	Block D Elevations	JTP	20.05.24
01635E_JTP_AB_09 P2	Block E Plans	JTP	16.02.24
01635E_JTP_AB_10 P2	Block E Elevations	JTP	16.02.24
01635E_JTP_AB_11 P2	Block F Plans	JTP	16.02.24

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 28.06.24

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

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 28.06.24

Landscaping			
L1158-2.1-1000 P5	Landscape Masterplan (coloured)	LDA	20.05.24
L1158-2.1-1001 P5	Landscape Masterplan (line)	LDA	20.05.24
L1158-2.1-1002 P4	Landscape Boundary Plan	LDA	20.05.24
L1158-2.1-1005 P1	Landscape – Typical Details 01	LDA	31.10.23
L1158-2.1-1006 P1	Landscape – Typical Details 02	LDA	31.10.23
L1158-2.1-1010 P3	General Arrangement 01	LDA	20.05.24
L1158-2.1-1011 P4	General Arrangement 02	LDA	20.05.24
L1158-2.1-1012 P4	General Arrangement 03	LDA	20.05.24
L1158-2.1-1013 P5	General Arrangement 04	LDA	20.05.24
L1158-2.1-1014 P4	General Arrangement 05	LDA	20.05.24
L1158-2.1-1015 P3	General Arrangement 06	LDA	20.05.24
L1158-2.1-1016 P4	General Arrangement 07	LDA	20.05.24
L1158-2.1-1017 P3	General Arrangement 08	LDA	20.05.24
L1158-2.1-1018 P4	General Arrangement 09	LDA	20.05.24
L1158-2.1-1019 P4	General Arrangement 10	LDA	20.05.24
L1158-2.1-1020 P4	General Arrangement 11	LDA	20.05.24
L1158-2.1-1030 P3	Planting Plan 01	LDA	20.05.24
L1158-2.1-1031 P4	Planting Plan 02	LDA	20.05.24
L1158-2.1-1032 P2	Planting Plan 03	LDA	16.02.24
L1158-2.1-1033 P5	Planting Plan 04	LDA	20.05.24
L1158-2.1-1034 P2	Planting Plan 05	LDA	16.02.24
L1158-2.1-1035 P4	Planting Plan 06	LDA	20.05.24
L1158-2.1-1036 P4	Planting Plan 07	LDA	20.05.24
L1158-2.1-1037 P4	Planting Plan 08	LDA	20.05.24
L1158-2.1-1038 P2	Planting Plan 09	LDA	16.02.24
L1158-2.1-1039 P3	Planting Plan 10	LDA	20.05.24
L1158-2.1-1040 P3	Planting Plan 11	LDA	20.05.24
L1158-2.1-1041 P5	Planting Schedules 01	LDA	20.05.24
L1158-2.1-1042 P3	Planting Schedules 02	LDA	20.05.24

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 28.06.24

### Drawings (submitted for information)

Drawing No.	Drawing Title	Prepared by	Date submitted to LPA
01635E_JTP_S12	Proposed Pedestrian/Cycle Path Overlooking Strategy	JTP	03.04.24
L1158-2.1-SK005 P2	Northern Buffer Section	LDA	31.10.23
01635E_JTP_S10	Proposed Aspect Location Plan	JTP	20.05.24
01635E_JTP_S16	Proposed M4(3) Vehicle Parking Plan	JTP	20.05.24

### Reports/Documents submitted

Document Ref No.	Report	Prepared by	Date submitted to LPA
<b>Architectural</b>			
01635E_JTP_DAS	Design & Access Statement	JTP	31.10.23
01635E_JTP_Addendum	Design & Access Statement Addendum	JTP	16.02.24
<b>Schedule of Accommodation</b>			
01635E_JTP_SOA P4 28.03.24	Schedule of Accommodation	JTP	28.03.24
<b>Surface Water Drainage</b>			
9013-GDC-00-XX-RP-C-0002 Rev P09	Surface Water Drainage Scheme	GDC Partnership	18.02.24
<b>Ecology</b>			
ETH23-137 Issue V3	Ecological Design Strategy	Ethos Environmental	16.02.24
ETH23-137 Issue V3 October 2023	Biodiversity Net Gain Assessment	Ethos Environmental	31.10.23
<b>Transport</b>			
23002D1b	Transport Statement	Lime Transport	31.10.23
23002D4c	Technical Note inc. Appendices A-E (visibility splay drawings, swept path analysis and footway/cycleway/carriageway dimensions)	Lime Transport	01.03.24
23002D5b	Technical Note - Addendum to response to Highways Comments inc. Appendix A (visibility splay drawings)	Lime Transport	19.03.24
23002D2b	Travel Plan	Lime Transport	20.03.24
23002.OS.123,24b B	Visibility Splay (2.4m by 25m)	Lime Transport	28.03.24
23002.OS.124.01	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.02	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.03	Swept path analysis	Lime Transport	20.05.24

## Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 28.06.24

23002.OS.124.04	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.05	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.06	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.07	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.08	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.09	Swept path analysis	Lime Transport	20.05.24
23002.OS.124.10	Swept path analysis	Lime Transport	20.05.24
<b>Lighting</b>			
LL1653-003 Rev D	Private Lighting – Design Report	Loveday Lighting	22.04.24
LL1653-003 Rev D	Private Lighting – Risk Assessment	Loveday Lighting	22.04.24
LL1653-003 Rev D	Private Lighting – Vertical Calculations	Loveday Lighting	22.04.24
LL1653-003 Rev D	Private Lighting – Street Lighting Layout	Loveday Lighting	22.04.24
LL1653-003 Rev D	Private Lighting – Calculation Report	Loveday Lighting	22.04.24
LL1653-001 Rev D	S38 Lighting – Street Lighting Layout	Loveday Lighting	22.04.24
LL1653-001 Rev D	S38 Lighting – Calculation Report	Loveday Lighting	22.04.24
LL1653-001 Rev D	S38 Lighting – Design Report	Loveday Lighting	22.04.24
LL1653-001 Rev D	S38 Lighting – Risk Assessment	Loveday Lighting	22.04.24
LL1653-001 Rev D	S38 Lighting – Vertical Calculations	Loveday Lighting	22.04.24
LL1653-001	S38 – Roadway Calculations	Loveday Lighting	31.10.23
<b>Energy &amp; Sustainability</b>			
Feb 2024 Rev R3	Carbon Reduction Statement	AECOM	16.02.24
Feb 2024 Rev R3	Sustainability Statement and Water Conservation Strategy	AECOM	16.02.24
<b>Arboriculture</b>			
CALA24272aia_ams Rev A	Arboricultural Impact Assessment and Method Statement	ACD Environmental	16.02.24
CALA24272-03A Sheet 1 of 2	Tree Protection Plan	ACD Environmental	16.02.24
CALA24272-03A Sheet 2 of 2	Tree Protection Plan	ACD Environmental	16.02.24
CALA24272ts	Tree Survey	ACD Environmental	31.10.23
<b>Noise</b>			
RP01-23436-R1	Acoustic Design and Noise Insulation Mitigation Scheme Report	Cass Allen	31.10.23
LR01-23436-R0	Technical Note	Cass Allen	26.02.24
<b>Affordable Housing Statement</b>			
Oct 2023	Affordable Housing Statement	Cala Homes	31.10.23

**Land adjacent Netherhall Farm (GB1), Worts' Causeway, Cambridge – Drawing & Report Schedule – 28.06.24**

<b>Landscape and Visual Impact Assessment Addendum</b>			
CALA24271_add	Landscape and Visual Impact Assessment Addendum	ACD Environmental	31.10.23
<b>Planning Statement</b>			
Oct 2023	Planning Statement	Carter Jonas	31.10.23
<b>Public Art</b>			
Oct 2023	Public Art Strategy and Delivery Plan	Commission Projects	31.10.23
<b>Statement of Community Involvement</b>			
Oct 2023	Statement of Community Involvement	Meeting Place	31.10.23
<b>Overheating</b>			
5654 June 2024 Issue No. 3	Overheating Risk Analysis	T16 Design	12.06.24

# Carter Jonas

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Your refs: PPA/23/00004 &  
23/04191/REM

Kate Poyser  
Principal Planning Officer  
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South Cambridgeshire Hall  
Cambourne Business Park  
Cambourne, CB23 6EA

20 May 2024

## 23/04191/REM RESERVED MATTERS - RESIDENTIAL DEVELOPMENT: LAND NORTH OF WORTS' CAUSEWAY, CAMBRIDGE (SITE GB1) – AMENDED PLANS AND ADDITIONAL SUPPORTING INFORMATION

The information enclosed is submitted in relation to the current application made by Carter Jonas LLP on behalf of Cala Homes (North Home Counties) Limited seeking consent for Reserved Matters as described below:

*Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 20/01972/OUT for the erection of 200 new residential dwellings with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space, and landscape and details required by conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 24, 28, 32 and 37 of the outline permission 20/01972/OUT.*

Following on from the deferral of the planning application at committee on 24<sup>th</sup> April 2024, in discussion with the planning officer we have clarified and responded to the deferral reasons and updated the scheme accordingly. This is summarised in the table below.

Deferral Reasons	Applicant Response and Amendments
Increase the number of visitors parking spaces.	<p>We attach an updated parking plan (JTP_S06 P6) provided by JTP showing an increase in visitor parking spaces which shows the provision of 13 new visitor spaces (21 in total). This equates to a 162.5% increase and provides one visitor space per 9.5 dwellings compared to 1 space per 25 dwellings.</p> <p>Parking for residents will be provided with a total of 241 spaces across the development of 200 dwellings. This is equivalent to an average of 1.20 spaces per dwelling, above the average ownership for the area of 1.0 cars per dwelling. This is a reduction on the parking provision originally submitted in the application from 282 parking spaces for residents to 242. Notwithstanding the increase in visitor parking, there is also some flexibility for on plot visitor parking based on the average car ownership.</p>

	<p>As part of the submitted Transport Statement, a Car Parking Management Plan (CPMP) was submitted at the request of the Local Highway Authority, which assesses how the on-site parking provision will be managed.</p> <p>Swept Path Analysis for all the new visitor parking spaces have been undertaken and are enclosed with this submission.</p>
<p>Improve disabled parking for the site.</p>	<p>The M4(3) car parking spaces are clearly shown on the Proposed Vehicle Parking Plan – (plan JTP_S06 P6).</p> <p>We also include a further drawing (plan JTP_S16) which shows the proximity of the M4(3) car parking spaces to their respective units. This demonstrates that the M4(3) car parking spaces are conveniently located, and within a reasonable distance, from the units that they will serve.</p>
<p>Reduce the number of single aspect homes (consider aspect/shading etc).</p>	<p>The scheme has been amended with the single aspect units reduced from 15 to 14. Only 7% of the dwellings being proposed across the scheme are single aspect. The accompanying plan (JTP_S10) shows the locations of the single aspect units within the site for information.</p> <p>We attach a TM59 Overheating Risk Analysis assessment in relation to the 14 single aspect units based on CIBSSE TM59 guidance. The purpose of the analysis is to demonstrate that suitable summertime indoor temperatures within the single aspect dwellings will be met, to satisfy the requirements of thermal comfort metrics identified in the CIBSE TM59 guidance.</p> <p>The 14 single aspect units that have been assessed are plots 17, 20, 23, 39, 43, 47, 70, 73, 76, 83, 87, 115, 119 and 123. Open plan living room, kitchen, diners and bedrooms have been assessed for each plot. The results confirm that all occupied rooms pass Criteria 1 and 2 of CIBSE TM59. A number of the units accommodate recessed balconies which has been factored into the assessment and assist with solar shading.</p> <p>As an aside the single aspect units contain, without exception, a number of windows serving all the habitable areas, and in plan form the plots are shallow and wide meaning that they will receive plenty of natural daylight. This is evident from the layout plans incorporated into the aforementioned assessment.</p>
<p>Supply water butts for houses.</p>	<p>The applicant is happy to provide slow-release water butts for houses and for this to be dealt with by condition.</p>
<p>Details of parking for deliveries (inc. how managed).</p>	<p>A Delivery Parking Location Plan – (as shown below) indicates the typical spread of deliveries across the development.</p> <p>The key points are:</p> <ul style="list-style-type: none"> <li>• Number of deliveries - Mid-COVID surveys (worst case) indicate there will be approx. 22 deliveries per day.</li> <li>• Delivery times - the majority occur between 10am and 2pm on a weekday, when vehicle flow on the development is likely to be very low.</li> <li>• Types of vehicles - 85% of deliveries are undertaken by cars and light goods vehicles (under 3.5T, e.g. small transit vans) and 15% by larger vehicles (including long wheel-based transits, supermarket deliveries, etc).</li> <li>• Duration of stay - Deliveries typically take a few minutes, with most taking under 10 minutes.</li> <li>• Further visitor bays have not been added on street as long-term parking would affect the swept path analysis of a refuse vehicle and a visitor space may be</li> </ul>



occupied for some time but most deliveries are very short and are unlikely to occur at the same time as a refuse vehicle is on site.

- Therefore, deliveries can occur on-street and there is space for a car to safely pass a delivery vehicle loading/unloading.
- There are plenty of areas within the scheme that can be used safely to drop off deliveries.

It should also be noted that Manual for Streets (1) at para 8.3.28 states...

*Parking for service vehicles 8.3.28*

*In most situations, it will not be necessary to provide parking spaces specifically for service vehicles, such as delivery vans, which are normally stationary for a relatively short time. If such parking bays are considered necessary, other vehicles may need to be prevented from using the spaces by regulation and enforcement.*

The below diagram taken from the previously submitted Transport Statement (at 5.3.5) shows the distribution of likely daily delivery trips across the development based on a survey undertaken at a 300-dwelling residential development (in July 2020), during a period when COVID-19 Restrictions are in place.



Figure 5.1 Distribution of daily delivery trips

Figure 1 Extract from Transport Statement (Section 5.3.5)

Review ramps/road tables for cyclists to stay on flat surface

The proposed layout benefits from an extensive network of cycle paths that are level and do not require cyclists to negotiate ramps. Most of the development is accessible via the cycle/footways or shared surfaces, so the provision of ramps on the road should not be of a concern.

That said LTN1/20 states that traffic calming techniques can be used to help reduce vehicle speed and volumes to make cycling in mixed traffic less hazardous and more comfortable.

Ramps are to be constructed in accordance with the Cambridge Housing Estate Road Construction Specification, extract below. These incorporate a slight gradient (typically 1 in 12). A typical detail is provided below.

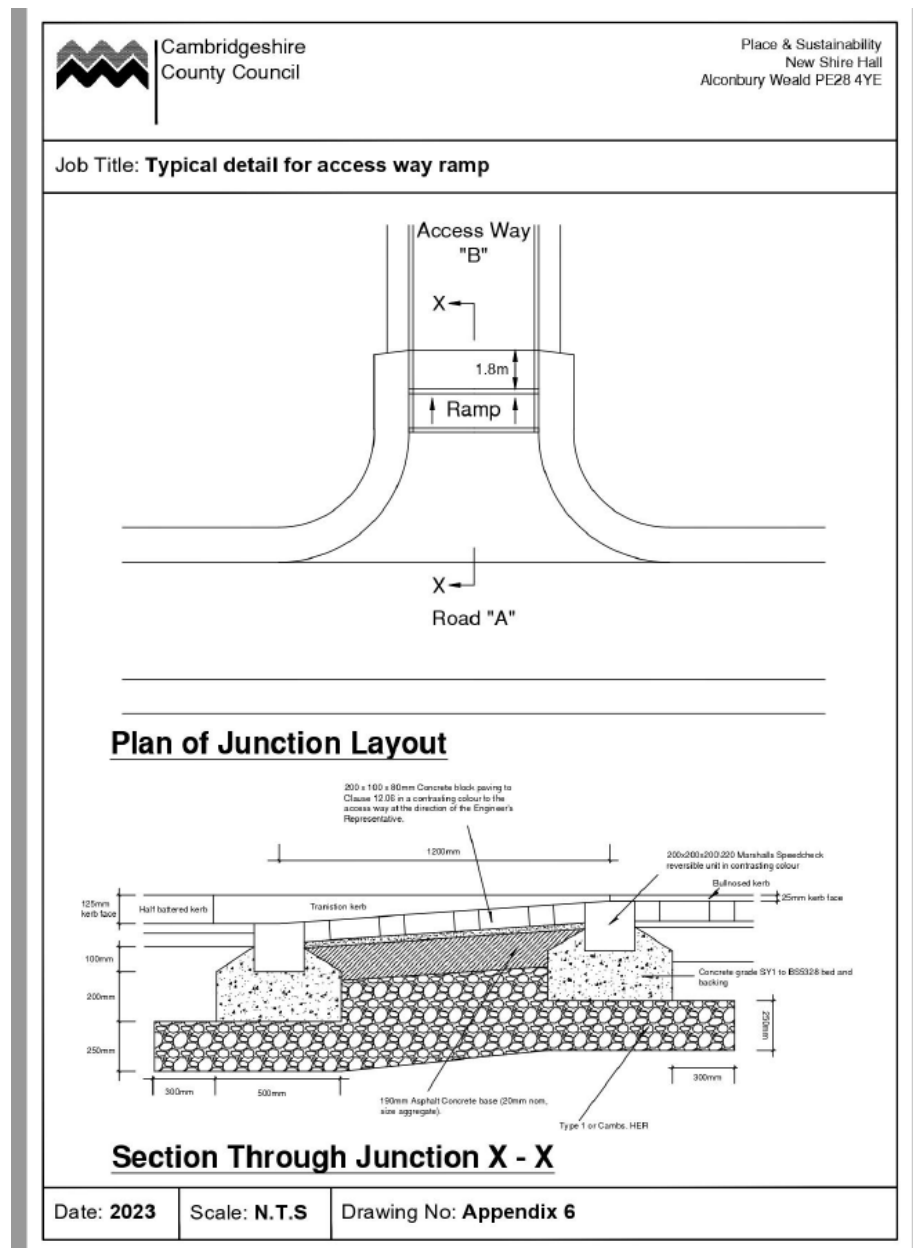


Figure 2 Extract from Cambridge Housing Estate Road Construction Specification

Information required on spaces for older children (to play) due to the relative isolation of the site.

The site benefits from a generous amount of public open space woven together with a series of easily acceptable cycle and pedestrian connections. The areas provided for informal open space and play provision exceed the requirements of the Local Plan (see table I.1 of the Local Plan 2018).

The largest dedicated play space (LEAP) is located centrally within the eastern edge combined with the adjacent SuDs feature to increase engagement with the natural form, so the SuDs do not appear as just a hard engineered form. To mitigate the minimal risk (not intended to hold standing water), slopes are gradual, varied and to be seeded with tussocky grasses to aid egress. This flood-able landscape exposes all to the changing state of the seasons and the associated water story, providing educational and play on the way opportunities alike.

It is also worth noting that the scheme includes circuitous routes that facilitate potential for incidental and natural play alike, whether through den building in the emerging native shrubs and trees or roleplaying at junctions marked with boulders and tree trunks, which provides more natural opportunities for teenage play. The scheme is located within 600m Nightingale Recreation Ground and within a 15 minute walk from the application site, within the accepted walking distance for a NEAP.



Figure 3 Location of Nightingale Recreation ground

Nightingale Recreation ground includes multi-use games area for year-round football and basketball, and two junior football pitches, a children's' play area, fitness trail, tennis courts, table tennis table and a community garden.

	<p>To balance the play offer throughout the site, additional smaller play spaces (LAPs) are provided to the western edge of the central green and to the south closer to the Farmstead area.</p> <p>The S106 requires that full details of play provision be provided based on the location, phasing, typologies, and specifications and for this to be agreed. There is also a mechanism to accommodate any shortfall in play provision in accordance the City Council's Open Spaces draft unadopted Planning Obligations 2014 SPD (or such other similar document addressing like provisions) proportionate to the extent of any shortfall in on-Site Children and Teenagers Play Provision. As outlined in the S106 and this will be based on...</p> <ul style="list-style-type: none"> <li>(i) 80% for the provision of and /or improvements to equipment and facilities at Nightingale Avenue Cambridge play area; and</li> <li>(ii) 20% for the provision of and/or improvements to equipment and facilities at Holbrook Road Cambridge play area.</li> </ul> <p>It is not anticipated that the requirement for commuted sums will be triggered as Cala's intention is to provide full provision on site, but this will form part of the detailed play area discussions when meeting the requirements of the S106 obligation.</p> <p>As requested by the planning committee, Cala is very happy to develop the play area design to increase the element of Teenager's play, and have provided some examples of what can be explored (see appendix A at the end of this letter) when taking this forward. The mechanism for agreeing this is through the S106 agreement.</p>
<p>Change colour of Cedral weather-boarding so not dark, to avoid potential of overheating.</p>	<p>The colour of the Cedral weatherboarding does not impact on the overheating properties of the material.</p> <p>The Cedral Lap fibre cement cladding proposed provides a very high-quality finish, excellent fire performance and benefits from low maintenance; featuring a factory applied colour and being resistant to rot and immune to attack by pests and insects as well as UV resistant.</p> <p>We have spoken with the suppliers and the dissipation and potential build-up of solar gain, is negligible for Cedral boarding given the ventilated cavity between the cladding and the external structure which allows ventilation. The ventilation gap makes it easier for the building to be cooler during summer and warmer during winter, favouring both thermal comfort and energy saving.</p> <p>The only figures for specific heat capacity they could find are for concrete which is around 1000 J/kg°C. The higher the specific heat capacity of a substance, the more energy is required to raise its temperature. Concrete is fairly high compared to other materials. For comparison steel is 420 J/kg°C and Timber 1200 J/kg°C, however concrete has a high density of around 2000 - 2400kg/m3 whereas Cedral has a density of 1300kg/m3.</p> <p>In general, the specific heat capacity of a material is proportional to its density. Cedral has a higher capacity than steel and timber so would take longer to heat up and cool down. Any heat build-up in the cavity due to the heat build-up in the façade will be dissipated by the rear ventilation. This in turn pulls more air into the cavity cooling the cavity and facing material. Wind will also have an effect on the temperature in the cavity and façade as well.</p> <p>Cala has used this on other sites and had no issues with overheating, and Cedral is a material successfully used in much hotter countries without any issues. There is</p>

absolutely no basis for changing the colour palette based on the overheating properties. The overheating assessment reinforces this and confirms scheme compliance.

The only basis of seeking a change would be one of aesthetics. A materials condition has been proposed under the RM application as set out under conditions 4 & 5 in the 24<sup>th</sup> April 2024 committee report whereby final details can be agreed through the discharge of the conditions.

The dark weather boarding is used to create a distinct character change along the rural edge whilst acting as a wayfinding device within the site to mark key buildings and corners. The applicant is happy to consider variations, but it is felt that a dark colour is most suitable given the context with the Farmstead nearby and will complement the barn-like aesthetic and the other materials being proposed.

There are other areas such as on the rural edge that incorporate this approach, which form part of a carefully selected palette of materials please see the indicative images below (Figure 4). The palette of materials has been carefully chosen to retain a barn-like aesthetic but is also complemented by lighter buff brickwork.



Figure 4 Extract from Design and Access Statement – balanced palette of materials

<ul style="list-style-type: none"> <li>Other updates</li> </ul>	<p>As discussed, we have introduced new visitor cycle parking close to the entrance to the apartment block in the northern part of the site (Block H) as well at convenient locations around the Farmstead area and at various locations within the public open space.</p>
<ul style="list-style-type: none"> <li>Other updates</li> </ul>	<p>We have also added additional cycle stores to plots 007, 008, 137, 138, 139, 140, 141, 142, 161, 162, 163, 164, 171, 172, 173, 174 180, 181, 182, 183, 190, 191, 192, &amp; 193 so that these houses have additional bike storage capacity to accommodate more cycles and / or cargo bikes at the rear.</p> <p>N.B. this is in addition to the cycle storage to be provided at the front/side of these dwellings.</p>

This means that all the 3 bed dwellings (other than those solely within garage based dwellings) have space for 4 cycles per dwelling. This is above the requirements of the adopted cycle parking standards contained in appendix L of the Local Plan (2018).

**Amended Plans**

The table below sets out those documents updated, but a clean drawing list will be issued under separate cover. The changes are very minor connected with the cycle and car parking provision as explained above, but for coordination purposes impact on a reasonable number of plans.

In addition to the plan drawings issued below we have provided in pdf document “23002.OS.124a” details of the swept path analysis associated with the visitor spaces manoeuvring.

As mentioned above we have also issued a “TM59 Overheating Risk Analysis”.

Although not application drawings we have also provided the below drawing referenced within the above table.:

- 01635E\_JTP\_MP - Proposed Aspect Location Plan; and
- 01635E\_JTP\_MP - Proposed M4(3) Vehicle Parking Plan

**Revised application drawings**

DRAWING NUMBER	DESCRIPTION	REVISION	REV ISSUE 16.02.24	REV ISSUE 01.03.24	REV ISSUE 28.03.24	REV ISSUE 20.05.24
<b>Landscape Drawings</b>						
L1158 - 2.1 - 1000 -	LANDSCAPE MASTERPLAN	P1	P2	P3	P4	P5
L1158 - 2.1 - 1001	LANDSCAPE MASTERPLAN	P1	P2	P3	P4	P5
L1158 - 2.1 - 1002	LANDSCAPE BOUNDARY PLAN	P1	P2	P3		P4
L1158 - 2.1 - 1010	GENERAL ARRANGEMENT 01	P1	P2			P3
L1158 - 2.1 - 1011	GENERAL ARRANGEMENT 02	P1	P2	P3		P4
L1158 - 2.1 - 1012	GENERAL ARRANGEMENT 03	P1	P2	P3		P4

L1158 - 2.1 - 1013	GENERAL ARRANGEMENT 04	P1	P2	P3	P4	P4
L1158 - 2.1 - 1014	GENERAL ARRANGEMENT 05	P1	P2	P3		P4
L1158 - 2.1 - 1015	GENERAL ARRANGEMENT 06	P1	P2			P3
L1158 - 2.1 - 1016	GENERAL ARRANGEMENT 07	P1	P2		P4	P4
L1158 - 2.1 - 1017	GENERAL ARRANGEMENT 08	P1	P2			P3
L1158 - 2.1 - 1018	GENERAL ARRANGEMENT 09	P1	P2	P3		P4
L1158 - 2.1 - 1019	GENERAL ARRANGEMENT 10	P1	P2	P3		P4
L1158 - 2.1 - 1020	GENERAL ARRANGEMENT 11	P1	P2	P3		P4
L1158 - 2.1 - 1030	PLANTING PLAN 01	P1	P2			P3
L1158 - 2.1 - 1031	PLANTING PLAN 02	P1	P2	P3		P4
L1158 - 2.1 - 1032	PLANTING PLAN 03	P1	P2	P3		
L1158 - 2.1 - 1033	PLANTING PLAN 04	P1	P2		P4	P5
L1158 - 2.1 - 1034	PLANTING PLAN 05	P1	P2			
L1158 - 2.1 - 1035	PLANTING PLAN 06	P1	P2			P4
L1158 - 2.1 - 1036	PLANTING PLAN 07	P1	P2		P3	P5
L1158 - 2.1 - 1037	PLANTING PLAN 08	P1	P2			P4

L1158 - 2.1 - 1038	PLANTING PLAN 09	P1	P2			
L1158 - 2.1 - 1039	PLANTING PLAN 10	P1	P2			P3
L1158 - 2.1 - 1040	PLANTING PLAN 11	P1	P2			P3
L1158 - 2.1 - 1041	PLANTING SCHEDULES 01	P1	P2	P3		P5
L1158 - 2.1 - 1042	PLANTING SCHEDULES 02	P1	P2			P3
<b>Architect Drawings</b>						
01635E_JTP_S01	Site Location Plan	P1				
01635E_JTP_S02	Proposed Ground Floor Plan	P1	P2	P3	P4	P5
01635E_JTP_S03	Proposed Roof Plan	P1	P2	P3	P4	P5
01635E_JTP_S04	Proposed Tenure and Block Plan	P1	P2	P3	P4	P5
01635E_JTP_S05	Proposed Housing Mix Plan	P1	P2	P3	P4	P5
01635E_JTP_S06	Proposed Parking Provision Plan	P1	P2	P3	P5	P6
01635E_JTP_S07	Proposed Refuse Strategy Plan	P1	P2	P3	P4	P5
01635E_JTP_S08	Existing Site Plan	P1	P2			
01635E_JTP_S09	Proposed Storey Heights Plan	P1	P2	P3	P4	P5
01635E_JTP_S10	Proposed Coloured Masterplan	P1	P2	P3	P5	P6
01635E_JTP_S11	Proposed Cycle Strategy		P1	P3	P4	P5
01635E_JTP_SS_01	Street Elevations 01	P1	P2		P3	



01635E_JTP_SS_02	Street Elevations 02	P1	P2			
01635E_JTP_SS_03	Street Elevations 03	P1	P2			
01635E_JTP_SS_04	Street Elevations 04	P1	P2			
01635E_JTP_AB_01	Block A Plans	P1	P2			
01635E_JTP_AB_02	Block A Elevations	P1	P2			
01635E_JTP_AB_03	Block B Plans	P1	P2			
01635E_JTP_AB_04	Block B Elevations	P1	P2			
01635E_JTP_AB_05	Block C Plans	P1	P2			
01635E_JTP_AB_06	Block C Elevations	P1	P2			
01635E_JTP_AB_07	Block D Plans	P1	P2			P3
01635E_JTP_AB_08	Block D Elevations	P1	P2			P3
01635E_JTP_AB_09	Block E Plans	P1	P2			
01635E_JTP_AB_10	Block E Elevations	P1	P2			
01635E_JTP_AB_11	Block F Plans	P1	P2			
01635E_JTP_AB_12	Block F Elevations	P1	P2			
01635E_JTP_AB_13	Block G Plans	P1	P2			
01635E_JTP_AB_14	Block G Elevations	P1	P2			
01635E_JTP_AB_15	Block H Plans	P1	P2			
01635E_JTP_AB_16	Block H Elevations	P1	P2			
01635E_JTP_AB_G 01	Garage and Annex Plans and Elevations	P1	P2			
01635E_JTP_AB_G 02	Garage Plans and Elevations	P1	P2			
01635E_JTP_AB_G 03	Block H Cycle Store		P1			

01635E_JTP_HT_2.1	HT 2.1 Plans and Elevations	P1	P2			
01635E_JTP_HT_2.2	AHT 2.2 Plans and Elevations	P1	P2			
01635E_JTP_HT_3.1	AHT 3.1 Plans and Elevations	P1	P2			
01635E_JTP_HT_3.2a	HT 3.2a Plans and Elevations	P1	P2			
01635E_JTP_HT_3.2b	HT 3.2b Plans and Elevations	P1	P2			
01635E_JTP_HT_3.2c	HT 3.2c Plans and Elevations	P1	P2			
01635E_JTP_HT_3.3	HT 3.3 Plans and Elevations	P1	P2	P3		
01635E_JTP_HT_3.4	HT 3.4 Plans and Elevations	P1	P2			
01635E_JTP_HT_4.1a	HT 4.1a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.1c	HT 4.1c Plans and Elevations	P1	P2			
01635E_JTP_HT_4.2	HT 4.2 Plans and Elevations	P1	P2			
01635E_JTP_HT_4.3a	HT4.3a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.3b	HT 4.3b Plans and Elevations	P1	P2			
01635E_JTP_HT_4.4a	HT 4.4a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.4b	HT4.4b Plans and Elevations	P1	P2		P3	
01635E_JTP_HT_4.4c	HT4.4C Plans and Elevations				P1	
01635E_JTP_HT_4.5	HT 4.5 Plans and Elevations	P1	P2	P3		

01635E_JTP_HT_4.6a	AHT 4.6a Plans and Elevations	P1	P2			
01635E_JTP_HT_4.6b	AHT 4.6b Plans and Elevations	P1	P2			
01635E_JTP_HT_5.1	HT 5.1 Plans and Elevations	P1	P2			
23002.OS.123.24b	Visibility splay (2.4m by 25m)				Rev B	

Table 1 Application Drawings

We trust you find the amended and additional information acceptable. However, should you require any further information then please do not hesitate to get in touch.

Yours sincerely,

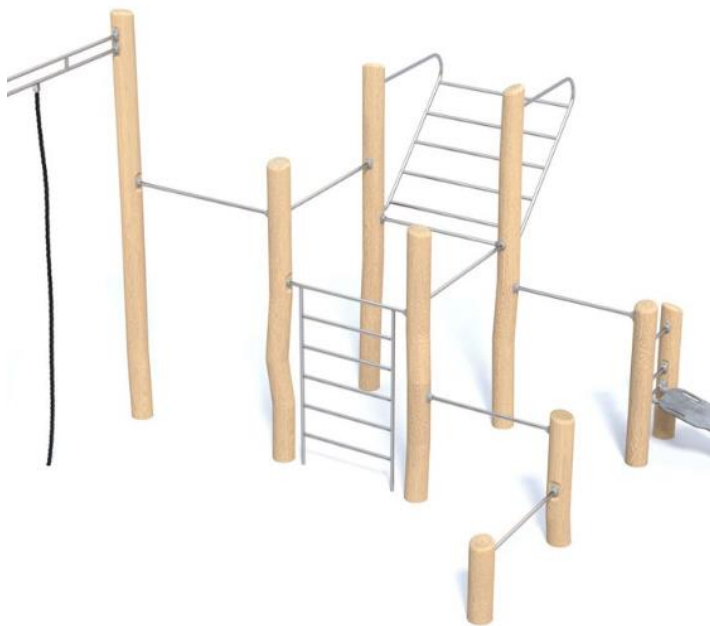
**Justin Bainton MRTPI**  
Partner

E: [justin.bainton@carter.jonas.co.uk](mailto:justin.bainton@carter.jonas.co.uk)  
M: 07771556662

## Appendix A – Examples of play provision

Potential example options for equipment aimed at catering for teenagers that could be incorporated on site.

### a) Multi-fitness apparatus



Source: <https://www.miracledesignandplay.co.uk>



Source: <https://www.miracledesignandplay.co.uk>

**b) Climbing Stack**



Source: <https://www.miracledesignandplay.co.uk>

c) Shelters for 'gathering'



Source: <https://www.miracledesignandplay.co.uk>



Source: <https://www.handmadeplaces.co.uk/>

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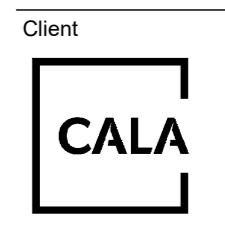


Notes  
 Do not scale from this drawing.  
 All contractors must visit the site and be responsible for taking and checking dimensions.  
 All construction information should be taken from figured dimensions only. Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.  
 This drawing & the works depicted are the copyright of JTP.  
 This drawing is prepared for the specific project stage in the Drawing Status section below and is not intended to be used for any other purpose. Whilst all reasonable efforts are used to ensure drawings are accurate, JTP accepts no liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated in the Drawing Status below.

- Triple+ Aspect
- Dual Aspect
- Single Aspect



Rev	Date	Description	Drawn	Chkd
Drawing Status				
For Planning				



JTP Studios, Unit 5  
 The Rum Warehouse  
 Hemingway Street  
 London, E1W 2AP  
 +44 (0) 20 7317 1700  
 www.jtp.co.uk

Project: Land adjacent to Netherhall Farm  
 Drawing Title: Proposed Aspect Location Plan

Scale @A0 1 : 500 Job Ref: 01635E  
 Drawing No: 01635E\_JTP\_S10 Revision:  
 Scale Bar: 0 5 10 15 20 25 m

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# Agenda Item 7



<b>Planning Committee Date Report to</b>	24 <sup>th</sup> July 2024 Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/03907/FUL
<b>Site</b>	Anglia Ruskin University, East Road, Cambridge, CB1 1PT
<b>Ward / Parish</b>	Petersfield
<b>Proposal</b>	Demolition of Webb building, erection of new film and tv building, relocation of annexe building, alterations to Coslett and Ruskin buildings (to include new facades to Coslett, pv panels, air source heat pumps and plant) and external works.
<b>Applicant Presenting Officer</b>	Anglia Ruskin University Dean Scrivener
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Design/Visual Impact</li><li>2. Conservation Area Impacts</li><li>3. Neighbour Amenity (Noise)</li><li>4. Construction Traffic</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## 1.0 Executive Summary

- 1.1 The application is for full planning permission for the demolition of Webb building, erection of new film and tv building, relocation of annexe building, alterations to Coslett and Ruskin buildings (to include new facades to Coslett building, pv panels, air source heat pumps and plant) and external works.
- 1.2 The application also proposes new cycle parking along the southern boundary of the site and introduces new soft landscaping and car parking at the entrance via McKenzie Road.
- 1.3 The proposed development is considered to constitute a form of development which will be modern in appearance but also be in keeping with the character and appearance of the local area, and not harm the setting of the Mill Road Conservation Area and the adjacent Mill Road Cemetery, as well as the Grade II listed Cemetery Lodge, located to further to the south east of the site.
- 1.4 Most of the external works would be concealed to within the site and not be visually prominent. However, the recladding of the Coslett building and the new stair core proposed between Coslett and Ruskin building, would be visible from surrounding streets and the adjacent Mill Road cemetery. Despite this, Officers are satisfied that the proposed works would enhance the visual appearance of the site, and would preserve the character and appearance of the Conservation Area.
- 1.5 Most of the representations received refer to noise issues generated from the ARU's wider site. The LPA's Environmental Health department has been consulted on the application and have investigated these ongoing noise complaints. Following the removal of the rooftop plant from the top of the Ruskin building, which was causing the main concern for local residents, the Environmental Health Officer is now satisfied that the noise generated from the roof top plant on top of the Coslett building and the substation directly to the south of Ruskin building at ground floor level, can be successfully mitigated via conditions as recommended.
- 1.6 The proposal would not result in any significant harm in terms of overbearing, overlooking or overshadowing impact, above and beyond which already exists.
- 1.7 Officers recommend that the Planning Committee **APPROVE** the application, subject to the recommended conditions.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	X
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Conservation Area	X	Local Nature Reserve	
Listed Building (Setting of)	X	Flood Zone 2 and 3 (Moderate to High Flood Risk)	
Building of Local Interest	X	Green Belt	
Historic Park and Garden	X	Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	X
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

2.1 The Anglian Ruskin University (ARU) site is located on East Road, and partly lies within the Mill Road Conservation Area. There is a row of mature trees along the eastern boundary, which have statutory protection in the way of Tree Preservation Orders (TPOs). There is also a TPO on the Plane Tree which is located in the centre of the courtyard.

2.2 Mill Road Cemetery is set adjacent to the eastern boundary of the ARU site and is a designated Historic Garden within the Mill Road Conservation Area. To the south east of the site, is a Grade II listed Cemetery Lodge, which set near to the south entrance of the site with McKenzie Road.

2.3 The immediate areas to the south and north of the site are residential properties.

### 3.0 The Proposal

3.1 This application is for full planning permission and comprises the following elements:

- Demolition of Webb building and replacement with a new media building
- Removal of Annexe building
- Alterations to Coslett and Ruskin buildings (to include a new facade to the Coslett building with pv panels, air source heat pumps and roof plant)
- External works including the introduction of soft landscaping, hard landscaping, cycle parking and a new emergency vehicle access via Broad Street

### 4.0 Relevant Site History

Reference	Description	Outcome
22/50487/PREAPP	Demolition of existing Webb and annex buildings. Erection of a new Film and TV building: Coslett Court	Supported, subject to details

landscape design improvement;  
external building fabric  
improvement (in order to meet the  
University carbon reduction  
targets). New Ruskin building at  
east elevation - new face to Coslett  
Court; and south entrance  
landscape upgrade and more  
secure cycle parking.

submitted at  
application  
stage

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework (NPPF) 2023

National Planning Practice Guidance

National Design Guide 2021

(Listed Buildings and Conservation Areas) (LBCA) Act 1990

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 33: Contaminated Land

Policy 32: Flood risk

Policy 34: Light Pollution

Policy 35: Human health and quality of life  
Policy 36: Air quality, odour and dust  
Policy 43: University development  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 58: Altering and Extending Existing buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall Buildings and Skyline in Cambridge  
Policy 61: Conservation and Enhancement of Cambridge's Historic Environment  
Policy 62: Local Heritage Assets  
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

### **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Mill Road Conservation Area Appraisal – Adopted 2009

## **6.0 Consultations**

### **6.1 County Highways Development Management**

6.2 No objections subject to a condition regarding a traffic management plan and a contractor's parking plan. An informative is also recommended to inform the applicant that any permission granted does not give permission or license to carry out works within or disturbance of, within the adopted highway.

### **6.3 Cambridgeshire County Council Transport Assessment Team**

6.4 No objections and no conditions recommended

### **6.5 Environmental Health**

6.6 Following the removal of roof top plant from the Ruskin building, and following the receipt of an addendum to the Noise Assessment (9<sup>th</sup> May 2024), previous objections have been removed and the application is now supported by Environmental Health, subject to conditions regarding the following:

- Construction Hours
- Construction Details

- Piling
- Dust
- Implementation of Remediation
- Phase 4 Verification/Validation Report
- Unexpected Contamination
- Material Management Plan
- Plant Noise Compliance
- Plant Noise – Post Completion Testing
- Phase 3 Remediation Strategy
- Lighting Control

6.7 **Sustainability Officer**

6.8 Further information was requested in respect of water usage. Following the submission of further information, the Sustainability Officer has no objections. Conditions regarding BREEAM Design Stage Certification and Post Construction Certification are recommended.

6.9 **Drainage Officer**

6.10 No objections subject to a condition ensuring compliance with surface water and foul water drainage mitigation.

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

6.12 Following the receipt of amended drainage information, objection has been removed. Conditions regarding the design details and management and maintenance of the surface water drainage scheme and the management of surface water run off during construction works, are recommended.

6.13 **Conservation Officer**

6.14 No objections subject to conditions regarding sample panels prepared on site and the submission of further material details.

6.15 **Cambridgeshire Fire and Rescue Officer**

6.16 No comments received (out of time)

6.17 **Urban Design Officer**

6.18 No objections subject to conditions requesting hard and soft landscaping details.



6.19 **Tree Officer**

6.20 More information requested within the submitted AIA in respect of tree protection measures. Following the submission of a new AIA submitted by Atkins Realis, tree protection measures are satisfactory subject to conditions requesting further measures to be in place prior to commencement of any works.

6.21 **Landscape Officer**

6.22 Following the receipt of amended plans and further details, no objections raised subject to a condition regarding tree pit detail and hard and soft landscaping details, as well as green roofs.

6.23 **Ecology Officer**

6.24 No objections subject to conditions regarding a Construction Ecological Management Plan (CEMP), an external lighting strategy and the provision of bat/bird boxes.

6.25 **Cambridgeshire County Council Archaeology Team**

6.26 No objections subject to a condition requesting a Written Scheme of Investigation prior to demolition.

6.27 **S106 Officer**

6.28 Following approval in July 2022 by the Executive Councillor for Planning Policy and Infrastructure and in line with procedures set out in the Council constitution this proposed development will require a fee of £700 towards the monitoring and administration of the section 106 agreement. A further additional fee of £500 would be required for each instance (if applicable) where the Council is required to provide written confirmation of an obligation. *(Officer note, as no consultee has requested any obligation, this requirement falls away)*

6.29 **Crime Prevention Officer**

6.30 No objections subject to conditions regarding security features for the cycle racks and gates to be secure and locked at times during the night.

6.31 **Archaeology**

6.32 No objections, subject to a condition requesting a Written Scheme of Investigation, to ensure the protection of archaeological remains within the locality.

## **7.0 Third Party Representations**

7.1 A total no. 87 objection comments have been received. Their concerns are summarised as follows:

- Existing noise impact from within the ARU site and potential of new plant on roof of Coslett and the new substation increasing this ongoing noise issue
- Information contained within the noise assessment submitted is incorrect and appears to be dubious
- In respect of noise, the application is contrary to Paragraphs 96, 135, 174 and 185 of the NPPF and Michael Gove's intention to deliver high quality development within Cambridge
- External lighting impact upon wildlife within the adjacent cemetery
- Potential overbearing impact of proposed roof plant
- Incorrect information in documents submitted
- Boundary wall could become unstable to the rear of neighbouring properties along Norfolk Terrace, of which the amendments do not take into account
- Disruption/noise impact of construction works and vehicles
- Impact upon trees may result in an impact upon wildlife
- The loss of the tennis courts – this space should be used for recreational purposes as there is a lack of space within the campus at the current time
- The oil-filled transformer installed within the substation is of great concern and has been dismissed by the applicants in their amended noise assessment – no specifications are noted?
- Background noise levels are not accurate and therefore conclusions drawn are invalid
- Concerns on which access point construction vehicles will use – local residential streets are not suited for construction vehicle access
- Time limit access for construction vehicles should be imposed
- Restriction on working hours/construction related deliveries
- Regular clean up of any dirt/dust from the site condition
- 24/7 contact for any contractor vehicle on site
- ARU should improve the tarmac surfacing in front of the gates at McKenzie Road access point, not just behind the bollards
- Some kind of reciprocal offer to residents would be appreciated to offset the disruption caused
- The 2no. benches proposed at the McKenzie Road access should be removed as they will encourage anti social behaviour
- The new proposed fascia does nothing to improve the existing Coslett building and how does this relate to the existing development within the Conservation Area or the cemetery?

- Poor design, contrary to Policy 55 of the Local Plan
- Use of the non-residential Bradmore Street should be considered for entry and exit of construction traffic
- Boundary wall should be increased to block line of sight between neighbouring properties and substation doors
- Requesting that UKPN install an oil filled transformer, as opposed to a cast resin one and to enclose the transformer (depending on UKPN requirements)
- Hazards to young children and pedestrians within the local area
- Coslett and Webb buildings are within the Conservation Area boundary?
- The application has not submitted a Construction Method Statement and therefore it is unclear as to how the development will be built out and for how long
- Sounds barrier need installing around the substation or this needs relocating further into the campus
- Congestion around Broad Street already gets quite dangerous at times near the entrance with Flower Street and St Matthews Primary School
- A validation condition should be imposed to ensure that the proposed plant will actually achieve the low noise levels predicted

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

## **8.0 Assessment**

### **8.1 Principle of Development**

8.2 Policy 43 of the Cambridge Local Plan (2018) seeks to support the continuous redevelopment of university sites. ARU has made significant progress on the East Road site in modernising the faculty accommodation within the framework of the agreed 2009 masterplan. However, given the masterplan was agreed some time ago, the previous threshold of 12,000sqm of redevelopment is now out of date, and the need for ARU to further redevelop its facilities and buildings, is required.

8.3 The policy recognises that the masterplan is now out of date and will need to be revisited. The most recent Anglia Ruskin University estate strategy and corporate plan 2012-2014 has identified a need for at least 6,000sqm of additional space. The supporting text of the policy states that the East Road site is the most sustainable the most sustainable location for ARU during the next plan period, and any future needs for this institution should, in the first instance, be met close to this site.

8.4 Given the proposals are to redevelop and incorporate new buildings within the existing ARU site, the principle of development is in accordance with Policy 43 of the Local Plan and is supported.

## 8.5 Skyline of Cambridge

- 8.6 Policy 60 of the Cambridge Local Plan (2018) aims to protect the existing skyline of Cambridge and sets out a number of criteria which need to be accorded with. Further guidance on how applicants should address each of these criteria is set out within Appendix F of the Local Plan. The supporting text of Policy 60 states that in developing any proposals for tall buildings, developers should make reference to Appendix F of the Local Plan, which provides a more detailed explanation of the required approach, methodology and assessment to developing and considering tall buildings in Cambridge.
- 8.7 Paragraph F.10(ii) states that '*within the suburbs, buildings of four storeys and above (assuming a flat roof with no rooftop plant and a height of 13m above ground level) will automatically trigger the need to address the criteria set out within the guidance.*' Although the proposed media building would not trigger this threshold, the proposals involving the upgrading of the Coslett building and additional roof top plant, would be capable of triggering this threshold and therefore Officers have requested the applicant to provide an assessment referring to Policy 60, in proportion to the scale of development.
- 8.8 The site is located outside of the historic core, as illustrated by Figure F.1. of Appendix F. ARU is located outside of this area, on East Road, and is within an area where the prevailing height of residential buildings is generally two storeys.
- 8.9 Paragraphs F.20 and F.21 list a number of sites which are classified as 'Long to Medium distance views towards Cambridge' and 'Local to short distance views.' Applications for tall buildings should carefully consider other local views on key approach roads. Although the proposal is not for a new building, it proposes alterations and a roof top plant to an existing tall building which would result in a change to the external appearance of the building, and therefore Officers consider the townscape visual impact assessment is required in some form.
- 8.10 Paragraph F.29 states that the relationship of the proposed building, or buildings, to the surrounding context needs to be carefully examined. It lists a number of features which need to be assessed as part of a townscape, landscape and urban design appraisal.
- 8.11 The applicant has submitted a Townscape and Visual Assessment (TVA) (LDA Design, September 2023). During the application process, the applicant has also submitted a further Townscape Note (February 2024), which provides an assessment against the criteria of Policy 60 specifically, as requested by Officers.

- 8.12 Figure F.3 of Appendix F illustrates the topography of Cambridge and outlines 15 key strategic viewpoints into and out of the city. All of these 15 strategic viewpoints are located beyond the Zone of Theoretical Visibility (ZTV), as outlined within the TVA submitted (Figure 8034\_TVIA\_004), and therefore it is considered that the proposals would not interfere with these views and disrupt the skyline within the immediate locality.
- 8.13 Moreover, Paragraph F.21 of Appendix F identifies nine key viewpoints in and around the city core. Of these, Parker's Piece is the only viewpoint which is within the vicinity of the site but as is illustrated by Viewpoint A within the Appendix of the TVA, the proposed development would not be perceptible and would blend in with the surrounding built form within the city core.

Criterion a) of Policy 60 – Location, Setting and Context

- 8.14 Appendix F also includes assessment criteria (a-f), which applications must refer to in order to comply with Policy 60. Criterion a) refers to the relationship of the proposed building to the surrounding context and needs to be carefully examined considering a list of features within the site's context.
- 8.15 The TVA has included some visualisations within the Appendix, with Figures 6.1 and 6.2 showing proposed and existing facades of the Coslett Building when viewed from McKenzie Road to the South, and from Mill Road Cemetery to the east, respectively. These visualisations have been updated as of 10<sup>th</sup> July 2024, to reflect slight changes to the location and design of the roof plant. As seen from these visualisations, the height of the Coslett building is not being significantly increased at all, but the additional rooftop plant and new lift core would create an additional mass on top of the roof. Officers have requested for this rooftop plant to be moved back from the edge in order to prevent any significant visual impact upon the area, of which the updated visualisations show.
- 8.16 With regards to the views from the Mill Road Cemetery to the east, the upgraded façade would modernise the building and create a more visually aesthetic built form within the setting of the cemetery and Mill Road Conservation Area.
- 8.17 As provided within the TVA, the existing Coslett building is only perceived within certain views from within the surrounding streets and would not be visually prominent within the locality. This is demonstrated in the updated visualisations (July 2024), and as such, Officers consider the visual harm caused by the proposals would be minimal when compared to the existing scale of the building.

- 8.18 In summary, the submitted TVA and supplementary visualisations clearly sets out the implications of the proposal in respect to the local context of the area, and demonstrates the limited impact which would result, as directed by criterion a) of Policy 60.

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

- 8.19 The site is part located within the Mill Road Conservation Area and set adjacent to Mill Road Cemetery, which is a Grade II listed Historic Park and Garden. In addition, the Cemetery Lodge is Grade II listed and is located to the southeast of the site, on the corner of the cemetery entrance.
- 8.20 It is considered that the proposed upgrades to the façade of Coslett would provide a more appropriate design when compared to the existing facades. The proposed design of the façade facing directly east would modernise the Coslett building and would result in a neutral impact upon the setting of the cemetery, when compared to the existing situation. The siting of the rooftop plant being located further to the west of the roof space is appropriate as to not result in visual harm upon the setting of the cemetery.
- 8.21 With reference to the new media building, it would be perceivable from the cemetery however, these views would be limited due to the proposed building not being excessive in scale and massing. Again, when comparing the existing view of the chimney and associated built form, the proposed media building is of an acceptable height and scale to not result in any visual impact upon the surrounding area.
- 8.22 With regards to the Cemetery Lodge, the proposed south façade of the Coslett building is considered to have a neutral impact to the backdrop of the Lodge and is a betterment when compared to the existing façade. The additional rooftop plant is not of a significant mass to result in significant visual harm upon the setting of the Lodge, especially as it would be slightly set back within the roof space of the building.
- 8.23 Overall, the proposals are considered to result in a moderate and neutral affect upon the Mill Road Conservation Area and adjacent cemetery, as agreed by the Conservation Officer. The information provided clearly demonstrates that the proposal accords with criterion b) of Policy 60.

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

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

- 8.25 In addition to the TVA, the applicant has submitted a Design and Access Statement (DAS), which outlines the rationale behind the architectural qualities and design approach for the proposal.
- 8.26 Firstly, the new media building would only be seen from the cemetery to the east, due to its central location within the site. As all uses housed in the building require high levels of acoustic separation and no day light, the building is mainly solid, with only glass curtain walling to stairs facing Coslett Court and casement windows to landing areas on the north elevation. A single large window to the TV studio facing Coslett Court provides a glimpse into the space when not in use. Glass Reinforced Concrete (GRC) panels are proposed to the base of the building to add robustness to an area of high use.
- 8.27 Powder coated aluminium panels of different textures break-up the mainly solid volume. At roof level, the enclosed plant room is powder coated aluminium acoustic louvres with an integral door. The proposed materials are considered to provide a discrete addition within this locality and has been architecturally designed to make most effective use for media uses.
- 8.28 Furthermore, the new facades on the Coslett building are to be replaced with aluminium panels and glass panels with reinforced concrete, with oak curtain mullions, which together break up the massing of the building when compared to the existing facades. The materials proposed are considered to be more sustainable in terms of temperature efficiency and would overall create a form of development which would be compatible within the locality.
- 8.29 The information provided in respect to criterion c) is acceptable as it is proportionate to the scale of development proposed. Given the proposal would mainly involve the redevelopment of the site, the applicant has successfully demonstrated that the proposal would provide a development of high architectural quality and an acceptable scale and massing. As such, the proposal is in accordance with criterion c) of policy 60.

Criterion d) of Policy 60: Amenity and Microclimate

- 8.30 Criterion d) requests tall buildings to respect the amenities of neighbouring properties, in regards to overlooking, overshadowing and overbearing impacts. These matters will be discussed in further detail under the below section 'Amenity'.

Criterion e) of Policy 60: Public Realm

- 8.31 The design of space around buildings is crucial in the creation of a good public realm. Tall buildings need to be sensitively located so that they relate well to the space around them.
- 8.32 Given the nature of the development proposed, it is considered that the proposal would enhance the existing buildings on the site and create a better sense of place via the improvements at the access via McKenzie Road and within the central courtyard. Details will be secured via conditions to ensure the palette of materials and landscaping details are appropriate.
- 8.33 In summary, given the nature of the proposal, the level of information in respect of public realm enhancements is acceptable and is in accordance with criterion e) of Policy 60.

### Conclusion

- 8.34 In conclusion, the application contains a sufficient level of information proportionate the level of development proposed and successfully demonstrates that the proposed development would not significantly intrude the skyline of Cambridge and would in fact be an enhancement to the existing ARU site. The proposal is therefore in accordance with Policy 60 and the guidance as set out within Appendix F of the Cambridge Local Plan 2018.
- 8.35 **Design, Context and External Spaces**
- 8.36 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 8.37 Given the proposed development comprises several different elements, each of these will be addressed in turn.

### Media Building

- 8.38 The new Media Building is proposed to be located on the site of the existing Webb and Annexe Buildings. The Webb building will be demolished, and the Annexe building which was originally to be relocated further to the north of the site however is now to be permanently removed.
- 8.39 The new media building will be connected to Coslett on the north side and will share an escape stair, removing the requirement to re-provide the existing one which will be removed. The footprint of the new building has been carefully planned to give more 'breathing' space to the existing Plane tree in Coslett Court, which is protected via a Tree Preservation Order



(TPO) and would not be much larger than the existing footprints of the Webb and Annexe buildings. The connection between the media building and Coslett via a new stair-case and lift, enables the footprint of the media building to not be overly excessive and restrict its impact upon the Plane Tree and the trees along the eastern boundary, which are also protected by TPOs.

- 8.40 The new arrangement also looks to improve the route across the campus from Coslett Court towards the Peter Taylor building, by setting back the building further away from Peter Taylor and creating a generous circulation space animated by new planting and seating. The current route is a narrow gap between Webb and Coslett and is less inviting and attractive for students to use.
- 8.41 The media building would comprise three storeys in height, approximately 15m. It will house large flat floor facilities that are not possible to locate within the footprint of the existing buildings and highly technical spaces like the recording studios, which require purpose built accommodation. The flat roof will be implemented with a green roof via a condition as recommended.
- 8.42 As mentioned in the above section, the design is proposed to match the new cladding of the Coslett building. Glass Reinforced Concrete (GRC) panels are proposed to the base of the building to add robustness to an area of high use. Powder coated aluminium panels of different textures break-up the mainly solid volume. At roof level, the enclosed plant room is powder coated aluminium acoustic louvres with an integral door. Glazed doors sliding doors are proposed for the main entrance and lobby space, while acoustic solid steel doors are used as escape and service access to the building on the north and east elevations.

#### Coslett Building

- 8.43 The existing facades of the building are considered to look 'tired' and out of date, requiring a new design. The applicant has undertaken a cost analyses for the building and it was concluded that replacing the existing facades with new materials such as coated aluminium and oak coloured mullions, and new windows, would greatly improve the aesthetics of the building as well as its thermal efficiency.
- 8.44 The existing window rhythm and proportions are retained however, the windows are proposed to be replaced with inward opening casement windows that would simplify their maintenance and cleaning. The existing clear-storey and spandrel panels will not be replicated but replaced by a horizontal band of castellated cladding which helps to articulate the facade and break-up its height. The windows have been reduced in number to prevent overheating but also allow sufficient light levels through for optimum use.

- 8.45 The new improvements would not significantly alter the height of the existing building, apart from the addition of a roof top plant which will house the incorporation of ASHPs as the intention is decarbonise the existing gas based heating design to a more sustainable model. The proposed roof plant would be visible from the south, when approaching from McKenzie Road, however this additional mass is not considered to be significantly intrusive to result in significant visual impact. In addition, the roof plant has been moved slightly back within the roof space to reduce any significant visual impact.
- 8.46 The western edge of Coslett is to be redesigned and connect to Ruskin. This will involve a new lift and stair core, to support the rooftop plant. The materials and design will compliment the overall proposed design of the development.
- 8.47 Another main change is at ground floor level which will create an underpass accessway for students to have direct access into the central courtyard. This will create a more active frontage on the South elevation and allow easier access for all users.

#### Ruskin Building

- 8.48 The main focus of the proposals for the Ruskin building are at ground level and seek to introduce a more attractive and easier to use building for all users and be used for faculty to carry out performances.
- 8.49 The existing lift tower and single storey extension will be removed and replaced with steps providing access into the courtyard. A new lift core will be provided between Ruskin and Coslett, which is appropriately designed and will complement the rest of the development.
- 8.50 On the south elevation of the building, is to be a new substation and switch room. This is due to the move away from gas and is now a requirement. The materials are to match the existing materials of Ruskin and will therefore be in keeping with the locality.
- 8.51 A new external ramp is to be provided on the north west corner of the building as currently there is no level access.

#### Landscaping/External Spaces

- 8.52 The ARU's Design strategy: 'Designing Our Future 2017 - 2026', sets out the sitewide vision, priorities and ambitions of the university. This phase of works focuses upon the creation of a cohesive "Creative Quarter" for the Arts, History and Social Science (AHSS) department, located around the Ruskin, Coslett and Webb Buildings.

- 8.53 At present, the landscape areas within the ARU site are disconnected and experienced individually, one at a time, with little connectivity physically or visually. The proposed landscaping seeks to enhance and better connect these spaces internally and externally, creating a better sense of place for all users.
- 8.54 The site has been divided into two areas – the Southern Site and the Northern Site. These areas will be discussed in turn below.

#### Landscaping – Southern Site

- 8.55 Firstly, the areas around the new media building are to be enhanced with shade tolerant planting along the western elevation of the building, as well as replacement paving and increase levelling to allow for level access. The pavement on the eastern side of the media building will be block paving to allow water and air to percolate and serve the roots of the adjacent Horse Chestnut tree on the eastern boundary.
- 8.56 Moving further within the central courtyard, the existing Plane tree is to be retained and act as a local feature, for which new seating will be incorporated within and around the edges. A proposed triangular form around the existing tree creates a raised planter and seating feature. The form responds to the architecture of the new media building and allows for circulation space on all sides.
- 8.57 The proposed tiered, timber clad seating will exploit the level change from the Ruskin building down to the courtyard which will lend itself as an outdoor gathering and viewing space for audiences to performances, talks or other curated events.
- 8.58 The southern entrance via McKenzie Road is to be upgraded with new planting of Lime trees, which are considered to form a ‘Gateway’ of trees which would complement the access of the cemetery and ‘soften’ the visual appeal of this entrance. As suggested within the representations received, the proposed benches at this entrance have been moved further back within the site, in order to avoid any potential anti social behaviour.
- 8.59 Along the southern facade of Ruskin, an area of low groundcover planting underneath the canopy of multi-stem trees is introduced with seating is nestled into bays intended to reference the neighbouring Mill Road Cemetery, a highly valued green space.
- 8.60 A ‘green corridor’ is created with tree and shrub planting either side of the access road. The soft landscaped area carries on along the southern boundary providing opportunities to sit and socialise.

- 8.61 New cycle parking is to be located along the southern boundary of the site, opposite the Ruskin building. These will be easily accessible and make way for the 2no. disabled car parking spaces at the entrance with McKenzie Road. Given this access will also be used for deliveries and refuse vehicles, the new location for cycle parking is more appropriate and safer for cyclists.

#### Landscaping – Northern Site

- 8.62 The main change within the northern section of the site, is the introduction of a new fire tender access route to serve the new media building. This would replace the existing tennis courts. There is a comment raised in respect of the loss of the tennis courts however these are not in public use and have not been used for a long time. Students access other leisure facilities within the city, such as the tennis courts on Jesus Green, and therefore their loss is not considered to be detrimental in this instance.
- 8.63 There are no. 8 accessible car parking spaces along the eastern edge of the Peter Taylor building. The new access will result in one of these accessible car parking spaces to be lost however, as aforementioned, two new accessible spaces are to be provided at the south entrance via McKenzie Road. As such, this loss is overcome.
- 8.64 The soft landscaping is to be planted along the edge of the new access and within the area of the existing tennis courts.
- 8.65 The relocation of the existing annexe building to replace the tennis courts has been removed from the proposals. The annexe is no longer required and therefore will be permanently removed from the site.

#### Conclusion

- 8.66 Overall, subject to conditions requesting details of all hard and soft landscaping, tree pit details and green roofs, as well as material details, the proposed development is a high-quality design that would enhance and improve the accessibility and visual appearance of the site. The proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 57, 58 and 59 and the NPPF.
- 8.67 **Impact Upon Heritage Assets**
- 8.68 The site is part located within the Mill Road Conservation Area and is set adjacent to Mill Road Cemetery which is a designated Grade II Historic Park and Garden (HPG). There is also the Cemetery Lodge, located to the south east of the site which is Grade II listed.

- 8.69 The Ruskin building on the ARU site is a Building of Local Interest (BLI), as is the wall surrounding the cemetery.
- 8.70 Firstly, the Webb Building and The Annexe are of no particular historic interest and make a neutral contribution to the Mill Road Conservation Area. As such, their removal will have no detrimental impact upon the character and appearance of the Conservation Area.
- 8.71 Given the location of the new media building, this element of the proposals would be concealed from wider views within the Conservation Area and would not result in any significant harm upon the character and appearance of the Conservation Area. It would be in view from the cemetery; however the design and scale of the media building is considered to be acceptable in this location and would be well integrated within the existing ARU site to not result in any harm.
- 8.72 The proposed recladding of the Coslett building is considered to be an enhancement when compared to the existing external facades. The existing building looks degraded and does not contribute to the character and appearance of the Conservation Area. The new facades will create an exterior which would enhance its stature within the Conservation Area.
- 8.73 The new eastern elevation alongside the cemetery would have a neutral impact upon this heritage asset and would create a more sympathetic back drop within views from the cemetery when compared to the existing building. This is evident from the visualisations submitted. It is also slightly set back from the cemetery wall and therefore no impact will occur upon this the wall.
- 8.74 The south elevation of Coslett is also an important view within the Mill Road Conservation Area, which has a strong visual presence when approaching the site along McKenzie Road. Again, the proposed cladding and redesign of this façade is considered to be an enhancement within the Conservation Area when compared to the existing south façade.
- 8.75 The Ruskin Building is a designated BLI. The extensions that are to be removed at on the east elevation will emphasise the original details of the building at the first floor level. The extensions are modern additions and hinders access into and out of the building and onto the courtyard. The introduction of the steps to form an external performance space within Coslett Court is supported as the character of the Ruskin building is retained.
- 8.76 The new enclosure for the substation on the south elevation is to be constructed in a brick to match the existing. A condition is recommended

for a brick sample panel to ensure that the new materials match the original building.

- 8.77 As for the setting of the Grade II listed Lodge, the proposed back drop of the south elevation of Coslett is considered to have a neutral impact upon the setting of this listed building, when compared to the existing, and is overall an enhancement.
- 8.78 The Conservation Officer has been consulted on the application and has raised no objections subject to conditions requesting details of the materials for the proposed substation enclosure, as well as further details regarding glazing, coping details, infill panels and roofing. These conditions are recommended.
- 8.79 In conclusion, subject to the above conditions, the proposals are considered to enhance existing buildings within the ARU site which would preserve the character and appearance of the surrounding heritage assets, in accordance with Policy 61 and 62 of the Cambridge Local Plan 2018, Sections 66 and 72 of the LBCA Act 1990, and the NPPF.
- 8.80 **Carbon Reduction and Sustainable Design**
- 8.81 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 8.82 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 policy states that for new non residential development, proposals should achieve 'Excellent BREEAM Level' for carbon emissions as well as achieve full credits for category Wat 01 for water efficiency.
- 8.83 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 8.84 The Sustainability Officer has been consulted on the application and did raise some concerns regarding the approach to water efficiency measures and risk of overheating, in relation to the new media building and the recladding of the Coslett building.
- 8.85 The BREEM Assessment submitted, demonstrates that a maximum of 4 credits for Wat01 will be achieved, and that further investigations were taking place regarding the reuse/recycling of water to see if the desired maximum 5 credits for Wat01 could be achieved. Following the receipt

Technical Note TN-10 Wat01, Scotch Partners, Revision 02, 16/2/2024, details of the approach to achieving 4 Wat01 credits for the new build elements of the proposals represents a 50% improvement on baseline water use. A fifth credit, which would increase the level of water reduction to 55% in line with the requirements of Policy 28, is not feasible due to site constraints. With the measures proposed, which also include water consumption monitoring and leak detection and prevention, water savings from the scheme are predicted to amount to 390,000 litres annually compared to a scheme with no mitigation measures.

- 8.86 While this level of water efficiency is slightly below what is required by Policy 28, the proposed approach is considered acceptable considering the relatively low levels of water use associated with the building, which is limited to WC facilities. A condition to secure the proposed level of water efficiency and submission of a final Wat01 calculator is recommended by the Sustainability Officer who is satisfied with the approach taken and the information provided.
- 8.87 With regards to overheating, the level of glazing within the Coslett facades in the redesign will be reduced, and the new proposed glazing will be recessed in order to reduce solar absorption, and therefore the risk of overheating will be less than the existing situation.
- 8.88 Subject to the above conditions, the proposals are considered to accord with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.
- 8.89 **Biodiversity**
- 8.90 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.
- 8.91 The site is predominantly hardstanding and the redevelopment proposals would not result in the loss of any soft landscaping. The submitted BNG metric shows an uplift of onsite biodiversity of approximately 30% through new landscaping, which is acceptable.
- 8.92 The Mill Road Cemetery lies directly to the east and has an abundance of biodiversity and wildlife. The Ecology Officer has been consulted on the application and has raised no objections. The applicant has submitted an Ecological Impact Assessment, which provides sufficient information to demonstrate that the proposals would not result in harm upon local

species. Conditions regarding Construction Ecological Management Plan (CEMP), a lighting strategy and the provision of bat and bird boxes are all recommended to ensure the development sustains and enhances biodiversity.

8.93 Subject to the above conditions, the proposed development would not result in adverse harm to protected habitats, protected species or priority species, and is compliant with policies 57 and 70 of the Cambridge Local Plan (2018), and the Biodiversity SPD.

8.94 **Water Management and Flood Risk**

8.95 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 165 – 175 of the NPPF are relevant.

8.96 The site is not located within the designated Flood Zone and therefore there is no risk of flooding as a result of the development.

8.97 The LLFA have been consulted on the application and had originally objected to the application due to the lack of details regarding surface water drainage features and how they were to be incorporated within the submitted drainage strategy. Following the receipt of additional information, the LLFA has removed their objection subject to conditions requesting the detailed design of the drainage strategy and how surface water run off will be avoided during construction works. These conditions are recommended.

8.98 Subject to the above conditions, the proposal is in accordance with Cambridge Local Plan 2018 policies 31 and 32 and the NPPF advice in respect of flood risk.

8.99 **Highway Safety and Transport Impacts**

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

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

8.102 The Local Highway Authority has been consulted on the application and have raised no objections, subject to a condition requesting a traffic management plan and a contractor's parking plan. Given the close proximity of neighbouring properties in around the site, these conditions



are reasonable and necessary to effectively manage the on street parking of contractors and sub contractors, and is recommended.

- 8.103 There are a number of objections received, raising concerns of how construction vehicles will access the site. The neighbouring streets around the ARU site are narrow and would make it difficult for construction vehicles accessing the site.
- 8.104 Given that the Coslett building prevents vehicles from entering the inner campus from the south, the only route for which vehicles could access the application site is the new construction access to the north via Broad Street. It is intended that construction vehicles to use this access for the demolition/construction works, and therefore the routing of vehicles would not use the surrounding residential streets. A compliance condition to ensure that all construction/demolition vehicles access the site via Broad Street only is recommended.
- 8.105 In addition, a condition is recommended to prevent any vehicle with a gross weight in excess of 3.5 tonnes to access the site outside of the hours 09:30hrs – 15:30hrs. Officers consider this is reasonable and necessary, given the location of the nearby St Matthews Primary School to the north.
- 8.106 There are concerns raised by local residents of the potential damage construction vehicles could cause upon the existing boundary wall, which borders the rear gardens of properties directly to the north. Should any damage incur, the applicant will need to arrange for any necessary mitigation to offset any damage incurred and this is considered to be a civil matter as opposed to a planning matter under this application.
- 8.107 The Transport Assessment Team have been consulted on the application and have reviewed the submitted Travel Plan and are content with the findings. No objections are raised and no conditions are recommended.
- 8.108 Subject to the above conditions, the proposal accords with the objectives of Policy 80 and 81 of the Cambridge Local Plan 2018 and is compliant with NPPF advice.
- 8.109 **Cycle and Car Parking Provision**

#### Cycle Parking

- 8.110 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new development to comply with the cycle parking standards as set out within Appendix L of the Local Plan.

- 8.111 There are currently 852no. cycle parking spaces across whole of the ARU campus. Of these 852no. spaces, 162no. cycle spaces are located at the McKenzie Road entrance and along the eastern section of the site. In terms of utilisation, site visits at varying times have shown the cycle parking spaces closest to the Mackenzie Road entrance to be utilised the most at around 80% capacity. Cycle spaces further north along the eastern boundary were far less utilised and are therefore proposed to be removed which will allow easier pedestrian access to and from Coslett Court. This will equate to a loss of 84no. spaces.
- 8.112 A total of 136no. cycle spaces are proposed along the southern boundary of the ARU site, opposite the Ruskin and Coslett buildings. This will include the existing 20no. spaces located at the McKenzie Road entrance. The spaces will be within covered shelters with green roofs, of which will be conditioned. The location of the new cycle parking is considered to provide easy and convenient access for users and will remove the amount of clutter from the front of McKenzie Road entrance, improving the views of the site within the public realm.
- 8.113 As such, the proposal will equate to a total 884no. cycle spaces across the ARU site, which is an increase of 32no. spaces serving the wider site. Given that the proposals would not result in a net increase of students studying at ARU, and are merely improvements to the existing infrastructure, Officers consider this increase and relocation of cycle parking to be one of the merits of the scheme and is supported.
- 8.114 Subject to the above condition, the level of cycle parking proposed is an enhancement to the existing level and quality of cycle parking provision across the wider ARU site at present and is in accordance with Policy 82 of the Cambridge Local Plan (2018).

#### Car Parking

- 8.115 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. The site is within a designated Controlled Parking Zone. Policy 82 also states that 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. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.
- 8.116 There are currently 8 no. accessible car parking spaces located to the east of Peter Taylor House, yet there is no provision for accessible parking at the entrance of Mackenzie Road. One of the 8 spaces will be lost due to the construction of the new fire tender access, via Broad Street.

- 8.117 In order to offset this loss, it is proposed to provide 2no. accessible car parking spaces to the front of the Coslett building at this southern entrance. This is considered to be acceptable and provide a good level of accessible car parking for the ARU site.
- 8.118 These car parking spaces will not prevent refuse vehicles nor delivery vehicles from using this access. There is still plentiful of space to allow all types of vehicles to manoeuvre and leave the site in forward gear.
- 8.119 Therefore, the proposal is considered to accord with Policy 82 of the Local Plan and the standards set out under Appendix L.
- 8.120 **Amenity of Neighbouring Properties**
- 8.121 Policy 35, 55, 57 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. Criterion d) of Policy 60 is also of relevance to this section, as it refers to respecting the amenities of neighbouring properties.
- 8.122 The ARU site is located amongst residential properties, which are set to the north and south/south west. Given that the majority of the proposed development would be concealed to within the ARU site, the proposals are not considered to result in any additional overlooking, overshadowing or overbearing impact upon nearby residential properties.
- 8.123 As part of the assessment of the application, the applicant has moved the proposed roof plant further back within the roof space of the Coslett building to reduce any potentially harmful overbearing impact upon the residential properties located at Collier Road to the south.
- 8.124 A condition to secure the details of any artificial lighting prior to their installation is recommended to mitigate any impact upon local residents, in accordance with Cambridge Local Plan Policy 34.
- 8.125 As such, the proposals are considered to be in accordance with policies 34, 55, 56, 58 and 60(d) of the Local Plan.

#### Noise Impact

- 8.126 Policy 35 of the Cambridge Local Plan 2018 safeguards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

- 8.127 Firstly, given the location of the site being in close proximity to residential properties, conditions regarding constructions hours, dust mitigation, piling and collection during construction are all recommended to mitigate the impact upon neighbouring properties. In addition, given the close proximity of the site to neighbouring properties, and the number of objection comments received in respect of noise complaints, Officers consider that a condition requesting the details of the noise associated with the construction and demolition works, as well as complaint handling and communication with local residents, in order to mitigate any noise impact is reasonable and necessary in this instance, and is recommended.
- 8.128 Most of the representations received have objected or raised concerns regarding the ongoing noise generated from the ARU site, affecting the amenities of local residents. This is understood to be produced by an air cooling plant generator within the Sinclair building, which ARU are fully aware of and have been liaising with local residents and the LPA on how to mitigate this noise impact. Environmental Health Officers are fully aware of the situation and have served an Abatement Notice on ARU to mitigate this impact. It should be noted that the siting of the Sinclair building is to the west of the proposed development and is technically located outside of the red line on the site location plan for this current application.
- 8.129 The proposals involve the provision of roof top plant on top of the Ruskin and Coslett buildings, as well a new substation to the south of Ruskin. ARU intend to change their existing gas heated energy supply to fully electric across their site. Although the existing noise generated from the Sinclair building is not directly related to the proposed development, any new plant installed is likely to generate more noise which could exacerbate the existing noise issue and would be unacceptable.

#### Background Noise Levels

- 8.130 The applicant has provided a full Noise Emission Assessment (Ref:5362 Rev01) produced by Scotch Partners LLP and dated 25<sup>th</sup> August 2023, which concludes that the new plant proposed would generate low noise levels at all times. Whilst the Environmental Health Officer agrees with this conclusion, they did raise concerns that the assessment did not adopt background noise levels which were representative of the current noise levels experienced at the nearest noise receptor location at ground level, adjacent to Collier Road. In addition, clarification that the potential for break out noise from the Media Building needed to be considered within the design. As such, further information was requested.
- 8.131 The applicant submitted an addendum Noise Emission Assessment (Ref:5362 Rev02) produced by Scotch Partners LLP, dated 30<sup>th</sup> January 2024. The Environmental Health Officer reviewed this but still had concerns regarding the background noise levels adopted. It was therefore required that additional continuous noise monitoring is carried out over an

appropriate duration (at least 3 – 4 days, to include a full weekend period) at locations that represent closest to noise sensitive receptors. Notwithstanding this, the addendum assessment did address the potential noise generated from the proposed media building and the conclusions state that no noise impact will arise from this building, which is acceptable and agreed by Environmental Health.

- 8.132 The applicant submitted another Noise Emission Assessment Addendum (Rev 00) produced by Scotch Partners LLP, dated 9<sup>th</sup> May 2024. This assessment carried out noise monitoring between 2<sup>nd</sup> and 7<sup>th</sup> May 2024, which included a Bank Holiday weekend. The locations at which the monitoring took place was agreed with Environmental Health. The background noise levels adopted to inform the results of the assessment were representative of the noise levels experienced at the closest noise receptor at ground level and were supported by Environmental Health.
- 8.133 In response to the applicant's noise assessments, the Guest Road Area Resident's Association have commissioned their own noise assessment which has been undertaken by an independent consultant Nova Acoustics, dated 10<sup>th</sup> May 2024. It is understood that the Resident's Association have made ARU aware of this and that both parties have been working collaboratively with the Environmental Health department in seeking effective noise mitigation for the proposed development.
- 8.134 The applicant has submitted a Technical Comparison Note, dated 24<sup>th</sup> May 2024, which compares the results of their own noise assessment with the assessment commissioned by the Resident's Association. The Environmental Health Officer has reviewed this Comparison Note and is in agreement with the conclusions drawn that background noise levels adopted in both assessments are similar and therefore confirm the validity of the results concluded within the applicant's Noise Emission Assessment Addendum (Rev 00) produced by Scotch Partners LLP, dated 9<sup>th</sup> May 2024.

#### Roof Plant Noise

- 8.135 The applicant has removed the roof top plant from the Ruskin building and therefore the latest addendum noise assessment does not refer to this roof plant and only refers to the roof plant on Coslett building and the proposed substation to the south of Ruskin building at ground floor level. A re-consultation was carried out on this amendment and although the number of objection comments has reduced, there are still concerns raised in respect of the future maintenance of the roof plant and the noise generated from it. Suggestions of imposing a validation condition are raised, to ensure that the predicted 'low impact' noise levels concluded are achievable.

- 8.136 The Environmental Health Officer has recommended a condition that prior to the installation and use of any plant hereby approved, an acoustic commissioning / completion report shall be submitted to the LPA for approval. The report will need to demonstrate through the use of monitored noise data and compliance with the details comprised within the submitted noise impact assessments/addendums, whether the proposed plant will achieve low noise levels. This will infer whether any further mitigation is required and therefore will achieve the same outcome as proposed by the representation comments.
- 8.137 The roof plant on top of the Coslett building will aid ventilation and cooling of the building. Sections 3.2.5 to 3.2.8 of the addendum report details proposed mitigation in the form of an imperforate screen to the south side of the plant enclosure, with acoustically rated louvres on the other sides of the enclosure. The results predict that noise levels generated from this plant would be lower than the background noise levels at the nearest receptor locations, during the day and night time.
- 8.138 Following the additional background noise monitoring and application of the revised background sound levels, as well as the removal of the roof plant from the Ruskin building, Environmental Health are now satisfied that the noise impact on the nearest residential noise sensitive receptor has been assessed accordingly, in line with noise regulation BS4142:2014. The installation of the rooftop plant on the Coslett Building will not have an adverse impact on the amenity of adjacent residents subject to the proposed mitigation measures and compliance conditions which are recommended.

#### Substation Noise

- 8.139 Section 3.5 of the noise addendum considers the potential noise impact of the proposed Substation on the closest adjacent noise sensitive receptor. The results conclude that the noise generated from the substation would be lower than the background noise levels during the day and at night time. Following the additional background noise monitoring and application of the revised background sound levels adopted, Environmental Health are now satisfied that the noise impact upon the nearest residential noise sensitive receptor has been assessed accordingly in line with BS4142:2014 regulations. As such, the conclusions drawn are supported.
- 8.140 There is a comment raised amongst the representations received which requests a sound barrier to be incorporated around the substation, or if this is not possible, for it to be moved further within the site. Given the above, these measures are not considered necessary.

#### Media Building

- 8.141 Sections 3.5 to 3.8 of the Noise Emission Assessment' produced by Scotch Partners and dated 30<sup>th</sup> January 2024 addresses the potential

impact of rooftop plant from the Media Building. The Environmental Health Officer is satisfied that the noise would not be significantly harmful, subject to conditions to ensure satisfactory mitigation is in place.

### Conclusion

- 8.142 Following the receipt of addendum noise assessments and a Comparison Note, comparing the applicant's noise assessment with the Resident's Association noise assessment, the noise levels proposed by the development would not result in significant noise impact upon nearby neighbouring properties. This is subject to conditions ensuring the development is carried out in compliance with the measures outlined within the noise assessments and further clarification via post completion testing, which are recommended. As such, the proposed development would comply with Policy 35 of the Cambridge Local Plan 2018.

### **Trees**

- 8.143 There are trees along the eastern boundary of the site, of which have statutory protection via TPOs and through the designation of the Mill Road Conservation Area. There is also a Plane tree located within the centre of Coslett Court, which has statutory protection via TPO.
- 8.144 The applicant has submitted an Arboricultural Impact Assessment (AIA) (Delta Simons, BS 5837:2012 Arboricultural Impact Assessment, September 2023), which provides information as to how the existing trees will be protected and/or pruned. The Tree Officer has been consulted on the application and had raised concerns regarding the lack of information regarding some of the root protection areas of the trees along the eastern boundary and whether the proposed media building would infringe upon these.
- 8.145 As such, the applicant submitted another AIA (Atkins Realis, February 2024), which provided more information in respect of the RPA's of trees and the distances of the development to these trees. The Tree Officer was reconsulted on this information and is satisfied with the information provided, subject to pre commencement conditions regarding tree protection measures being put in place prior to any works or demolition commencing on site. These conditions are considered necessary and reasonable to ensure the trees along the eastern boundary are protected and that no significant harm is brought upon them. Subject to these conditions, the application is considered to comply with Cambridge Local Plan Policy 71.

### **Third Party Representations**

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

<b>Third Party Comment</b>	<b>Officer Response</b>
Incorrect information in documents submitted	The information contained within the submitted plans and documents has been assessed by Officers and consultee specialists against all relevant national and local planning policies
ARU should improve the tarmac surfacing in front of the gates at McKenzie Road access point, not just behind the bollards	It is intended to resurface the area around the bollards, of which details will be secured via condition as recommended as part of the approval.
Some kind of reciprocal offer to residents would be appreciated to offset the disruption caused	This lies outside of the scope of planning and therefore the LPA cannot enforce the applicant to offer residents to offset the noise and disruption. Conditions are recommended to prevent any significant noise and disruption upon local residents, as set out within the above report
Neighbour Consultation time inadequate	The LPA have formally consulted a range of neighbouring properties within and around the site, for a statutory period of 21 days.
The application is contrary to Paragraphs 96, 135, 174 and 185 of the NPPF and Michael Gove's intention to deliver high quality development within Cambridge	For the reasons as set out above, the application is considered to be in accordance with both national and local planning policies, and deliver high quality development
The oil-filled transformer installed within the substation is of great concern and has been dismissed by the applicants in their amended noise assessment – no specifications are noted?	The Environmental Health Officer has been consulted on the application and has assessed the proposed substation in respect of noise impact. For the reasons as set out above, the noise generated by the substation is considered to be acceptable and can be mitigated via conditions.



Request that UKPN install an oil filled transformer, as opposed to a cast resin one and to enclose the transformer (depending on UKPN requirements)	This is a specification which is outside of the LPA's control. The application has been assessed against all relevant planning policies in respect of noise, and is considered to be acceptable subject to conditions recommended.
The application has not submitted a Construction Method Statement and therefore it is unclear as to how the development will be built out and for how long	Officers recommend a condition which requesting details regarding details of mitigation measures to be undertaken to prevent noise disturbance upon local residents associated with the demolition and construction works. Details will also include engagement with local residents

### Other Matters

- 8.147 The proposed Landscaping plans shows refuse storage to be located adjacent to the McKenzie Road access. The area will be well screened by soft landscaping and be out view when approaching the site along McKenzie Road, which is acceptable. A condition is recommended to secure the details of the refuse store to ensure that the storage area is well contained and has a green roof. As such, the proposal is in accordance with Policy 57 of the Cambridge Local Plan 2018.
- 8.148 The applicant has fully recognised the brownfield nature of the site and has included a contaminated land risk assessment with the application (Site Investigation Report by Ground Engineering, ref: C15848, dated March 2023). Environmental Health have been consulted and have suggested a remediation strategy and follow up verification report to support the findings of the report submitted. Three conditions are recommended and the application is in accordance with Policy 33 of the Cambridge Local Plan 2018.
- 8.149 The Crime Prevention Officer raised no objections subject to conditions regarding security features for the cycle racks and gates to be secure and locked at times during the night. These particulars will be relayed in form of informatives, to ensure the applicant is aware of their responsibilities regarding security of the premises and parking facilities.
- 8.150 Lastly, the County Council's Archaeology Team have requested a condition regarding a Written Scheme of Investigation to be submitted to

the LPA. Due to the archaeological potential of the site, this condition is considered reasonable and is recommended.

#### **8.151 Planning Balance**

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

8.153 The application proposes to redevelop existing facilities within the ARU site, in order to ensure the university operates to its full potential. The development would upgrade existing buildings on the site, as well as provide a new media building facility, all of which has been carefully designed and preserves the character and appearance of the surrounding Conservation Area and heritage assets.

8.154 As such, Officers recommend approval, subject to conditions and informatives set out below.

8.155 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval, subject to the conditions set out below.

### **9.0 Recommendation**

9.1 **Approve** subject to:

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

### **10.0 Planning Conditions**

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

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

3) No development (including the removal of the existing apparatus) shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

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

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

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

4) No construction works shall commence until a Contractors Parking Plan has been submitted to and been agreed in writing by the local planning authority. The Plan will need to demonstrate where all contractor and sub contractors will park and how they will access the site in accordance with ARU's wider site portfolio, and avoid parking within the surrounding streets at any time.

The development will 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).

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

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

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

- 6) 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 Flood Risk and Drainage Strategy Report prepared by Smith and Wallwork Engineers (ref: 0411-SAW-ZZ-ZZ-RPC-0001) dated 29th September 2023 as well as Amended Drainage Information Report prepared by Smith and Wallwork Engineers (ref: 0296-SAW-ZZ-ZZ-CO-C-001) dated April 2024 and shall also include:

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

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

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

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

- 8) 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).

- 9) Within 12 months following first 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. 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).

- 10) The development hereby approved shall not be used or occupied until evidence in the form of the BREEAM Wat01 water efficiency calculator has been submitted to and approved by the local planning authority in writing, demonstrating achievement of 4 Wat01 credits. The development shall be carried out in accordance with these agreed details.

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

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

The development shall be implemented in accordance with the approved scheme.

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

- 12) 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).

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

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

14) There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

15) The plant / equipment as approved shall be installed and operated in accordance with the principles, design and specifications (including operational noise levels, attenuation / mitigation and the results of the BS4142-type assessment) contained within the following documents:

- Noise Emission Assessment (Ref:5362 Rev02) produced by Scotch Partners LLP and dated 30<sup>th</sup> January 2024
- Noise Emission Assessment Addendum (Rev 00) produced by Scotch Partners LLP and dated 9<sup>th</sup> May 2024

The plant / equipment and the mitigation as approved shall be maintained and retained thereafter.

Reason: To protect the amenities of neighbouring properties (Cambridge Local Plan 2018 Policy 35).

16) Except for its testing, prior to the use of all external plant as approved, an acoustic commissioning / completion report shall be submitted to and approved in writing by the Local Planning Authority. The report shall demonstrate, through the use of monitored noise data, compliance with the detail contained within the following documents (including operational noise levels, attenuation / mitigation and the results of the BS4142-type assessment daytime and night-time):

- Noise Emission Assessment (Ref:5362 Rev02) produced by Scotch Partners LLP and dated 30<sup>th</sup> January 2024
- Noise Emission Assessment Addendum (Rev 00) produced by Scotch Partners LLP and dated 9<sup>th</sup> May 2024

Any additional mitigation measures required shall be clearly identified and evidenced within the report including the timing for implementation. The plant / equipment and any mitigation as approved shall be maintained and retained thereafter.

Reason: To protect the amenities of neighbouring properties (Cambridge Local Plan 2018 Policy 35).

- 17) No development (or phase of) shall commence until a Phase 3 Remediation Strategy based upon the findings of the Site Investigation Report (by Ground Engineering, ref: C15848, dated March 2023) have been submitted to and approved in writing by the Local Planning Authority

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).

- 18) 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)

- 19) 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).

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



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

(ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light – GN01/20 (or as superseded).

The scheme shall be carried out as approved and shall be retained as such.

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

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

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

- 22) No development shall take place above slab level, other than demolition, until details of the external materials to be used in the construction of the development, including consideration of the urban heat island effect and use of cool materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area and in the interests of sustainability (Cambridge Local Plan 2018 policies 28, 55, 56, 57, 58 (for extensions)) and 60.

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

accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions)).

- 24) No brick or stonework above ground level for the substation shall commence until a sample panel has been prepared on site detailing the bond, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing to the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 61 and 62).

- 25) No non-masonry walling systems, cladding panels or other external screens shall be erected until details including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 61 and 62).

- 26) No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected
- f) an implementation programme.

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

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

27) 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).

28) 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.

- 29) Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of the meeting will be submitted to and approved by the council.

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.

- 30) 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.

- 31) No development shall commence (including demolition, ground works) and no vegetation clearance shall occur, until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

- a. Risk assessment of potentially damaging construction activities.
- b. Identification of biodiversity protection zones.
- c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d. The location and timings of sensitive works to avoid harm to biodiversity features.
- e. The times during construction when specialist ecologists need to be present on site to oversee works.
- f. Responsible persons and lines of communication.
- g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

h. Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 57, 59 and 70).

32) No development above slab level shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out in accordance with the approved details.

Reason: To conserve and enhance ecological interest (Cambridge Local Plan 2018 Policy 57 and 70).

33) Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:

a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;

b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;

c) detail all building design measures to minimise light spillage;

d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (Cambridge Local Plan 2018 policies 57, 59 and 70).

34) All vehicles associated with the demolition/construction works of the development hereby approved, shall access the site via Broad Street only, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the safe and effective operation of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

35) Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service the site only between the hours of 09.30hrs - 15.30hrs, seven days a week.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

36) No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a program 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 (MHCLG 2021), and Cambridge Local Plan 2018 Policy 61.

38. Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the buildings to quantify at least daily: the total volume of mains water used, leak detection and prevention. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has

been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

## **11.0 Informatives**

- 1) Partial discharge of the condition 37 listed above, 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.
- 2) All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).
- 3) To satisfy and discharge Environmental Health recommended conditions (including those related to construction / demolition, operational artificial lighting, contaminated land, noise / sound, air quality (including Electric Vehicle Charging) and odours / fumes / smoke, any impact assessment and mitigation as required, should be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, (2020). Due regard should also be given to relevant and current up to date Government / national and industry British Standards, Codes of Practice and best practice technical guidance.
- 4) 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. A separate permission must be sought from the Highway Authority for such works.

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### Background Papers:

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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPD





<b>Planning Committee Date</b>	24 July 2024
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference</b>	24/00889/FUL
<b>Site</b>	Clarendon House, Clarendon Road, Cambridge Cambridgeshire CB2 8FH
<b>Ward / Parish</b>	Petersfield
<b>Proposal</b>	Partial demolition, alterations and extensions to Clarendon House, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.
<b>Applicant</b>	Prudential UK Real Estate Limited acting by its General Partner Prudential UK Real Estate General Partner Ltd and Wrenbridge
<b>Presenting Officer</b>	Alice Young
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	-
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Design</li><li>2. Loss of trees</li><li>3. Amenity</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions / S106

## 1.0 Executive Summary

- 1.1 The application seeks planning permission for the partial demolition, alterations and extensions to Clarendon House, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.
- 1.2 The proposal has evolved collaboratively through a planning performance agreement (PPA) pre-application. Early on in the engagement process, the applicant team provided a rigorous set of options for the site taking account of a wide range of factors and the LPA advised, in the interests of sustainability and embodied carbon, that the best option was to retain the existing structural steel frame and substructure.
- 1.3 The design has evolved and responded to Officers and Councillors concerns to create an architecturally varied, thoughtful and contextually designed development that is sensitive and responsive to its surrounding context while successfully mitigating the impacts of an increase in scale on site in a way which would not undermine the special character of the street. The 'frontage building' adopts a reduced scale to the existing and does not project beyond the existing frame so is not closer to Clarendon Road. With this, alongside the architectural quality of the whole proposal, officers consider that the development successfully knits into the surrounding context and enhances the northern area of the site.
- 1.4 Officers consider that the development would not amount to significant harm to residential amenity as all rooms affected by the development would meet either the daylight distribution indicator or the vertical sky component indicator. Furthermore, BRE guidance states that a pragmatic approach should be taken to assessing daylight and sunlight impacts taking account of the specific design features of existing properties and that impacts on daylight distribution may be unavoidable. Officers consider that separation distances would offset significant impacts on outlooks and overlooking would be mitigated by the design of the terraces and distances between properties. Taking all factors into account, officers therefore consider that the proposal would not result in significant harm to residential amenity.
- 1.5 It is acknowledged that the proposal would result in a loss of 4 trees which contribute collectively to the character and appearance of the conservation area and the street scene. Replacement trees are proposed to be semi-mature from day one to partially mitigate against this loss over time. However, officers have identified some minor short-term harm resulting from the loss of these trees.
- 1.6 Notwithstanding this, there are significant public benefits that would arise from the scheme if granted planning permission. The development makes effective use of previously developed land in a highly sustainable location, prioritises active and sustainable transport modes by the high-quality cycle parking facilities and commendable modal shift and targets BREEAM excellent, energy efficiency EPC A rating, 5 Wat01 BREEAM credits and

operational savings in carbon emissions of 54.25% beyond part L of Building Regulations. Furthermore, the development would have a low embodied carbon footprint by retaining the existing steel frame and substructure and would go fossil fuel free. These benefits are expanded upon in the planning balance section of this report, but it is undeniable that the proposal would amount to significant public benefit which would outweigh the short-term harm identified arising from the loss of the trees.

- 1.7 Officers therefore recommend that the Planning Committee **APPROVE** the application subject to conditions and S106 obligations.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area	x	Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	x
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

- 2.1 The site is on the eastern side of Clarendon Road, south of the city centre, in Petersfield ward. The site is a brownfield employment site, comprising a three storey 1970s office block with undercroft parking, with a T shaped configuration stretching west – east adjacent to the site vehicular access and north – south along Clarendon Road. A glazed single storey extension projects from the north-western corner towards Clarendon Road which was a later addition to allow inclusive access to the building. The building is in office use.
- 2.2 The site partially falls within the conservation area. The Brooklands Avenue Conservation Area boundary was extended in 2013 to include the entrance glazed extension and mature trees along the frontage to Clarendon Road. These trees are therefore protected as they fall within the conservation area. The majority of the building does not fall within the conservation area but is visible from and forms part of the setting of the conservation area.
- 2.3 The site is located within close proximity to the Cambridge Railway Station (500m north-east), guided busway cycle route (130m south-east) and bus stops along Brooklands Avenue (130m north-west). The site and surrounding area fall within the controlled parking zone which means that

the streets have restricted parking. The site also falls within the Cambridge Airport Consultation Zone.

- 2.4 The site falls within a mixed-use area, with office uses immediately to the north at Lockton House and north-east (City House) and residential flats to the east and south at Kaleidoscope and the residential detached dwellings of Clarendon Road properties to the west and north-west.

### **3.0 The Proposal**

- 3.1 The proposal seeks planning permission for the partial demolition, alterations and extensions to Clarendon House, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.
- 3.2 The proposed development retains the existing steel structural frame for the building, demolishes the single storey front glazed extension and extends the building to the north, east and upwards to create a building which varies in scale from 3-5 storeys (plus undercroft). By extending to the north, the northern vehicular access will be relocated to the south and the northern corner of the site would be re-landscaped to deliver additional planting and a dedicated cycle access. The proposal will incorporate a reduction in car parking to 20 spaces (including two disabled parking spaces and 7 rapid EV chargers) and an increase in cycle parking to 236 spaces. The proposal adopts good passive design measures and incorporates renewable energy generation, such as air source heat pumps and roof-mounted photovoltaic panels, and water efficiency measures such as greywater recycling and rainwater harvesting.
- 3.3 The proposal will provide 7,179sq. m (GEA) floorspace / 6,624sq. m (GIA) of floorspace with the full breakdown of floor space detailed below.

## EXISTING AREAS

Floor	Totals by floor							
	use	GEA		GIA		NIA		Net/Gross %
		m2	ft2	m2	ft2	m2	ft2	
Undercroft	BoH	133	1,433	98	1,055			
Ground Floor	office	942	10,141	896	9,641	702	7,559	78%
	reception*					68	736	
1st Floor	office	912	9,819	862	9,283	752	8,092	87%
2nd Floor	office	912	9,819	863	9,284	759	8,165	88%
<b>Total</b>		<b>2,900</b>	<b>31,211</b>	<b>2,719</b>	<b>29,263</b>	<b>2,213</b>	<b>23,817</b>	<b>81%</b>

\*reception excluded from total NIA

## PROPOSED AREAS

Floor	Totals by floor							
	use	GEA		GIA		NIA		Net/Gross %
		m2	ft2	m2	ft2	m2	ft2	
Basement	BoH	696	7,493	624	6,713			
	amenity*					90	973	
Undercroft	BoH	99	1,069	76	820			
	car / bike**	704	7,575					
	under podium**	208	2,237					
Ground Floor	office	1,490	16,036	1,385	14,908	985	10,597	71%
	reception*					113	1,217	
	communal podium*					241	2,590	
1st Floor	office	1,543	16,612	1,441	15,506	1,252	13,476	87%
2nd Floor	office	1,543	16,612	1,441	15,506	1,252	13,476	87%
3rd Floor	office	1,189	12,800	1,095	11,784	929	10,002	85%
	terrace 1*					151	1,628	
	terrace 2*					14	155	
4th Floor	office	618	6,647	563	6,057	451	4,851	80%
	terrace*					85	914	
<b>Total</b>		<b>7,179</b>	<b>77,269</b>	<b>6,624</b>	<b>71,296</b>	<b>4,868</b>	<b>52,402</b>	<b>73%</b>

\*amenity space, reception, podium and terraces excluded from total NIA

\*\*car / bike parking excluded from total GEA

- 3.4 The application has been through a rigorous design process with multiple pre-apps, a Design Review Panel and Pre-app Member Briefing via a Planning Performance Agreement. Within this design process, options for the site were considered to try and find the optimum development for the site. This is expanded upon in the assessment section of this report.
- 3.5 The application has been amended to provide further information on the daylight and sunlight impact to residents and biodiversity net gain and consultations have been carried out as appropriate.
- 3.6 The application is accompanied by the following supporting reports and key plans which have been amended as indicated:
- Air Quality Assessment
  - Analysis of Cambridge CBD (Office Market Assessment)
  - Arboricultural Impact Assessment
  - Daylight and Sunlight Report & Addendum
  - Design and Access Statement

- Desk-Based Archaeological Assessment
- Drainage Strategy Report
- External Lighting Assessment
- Flood Risk Assessment
- Geotechnical and Contaminated Land Desk Study
- Health Impact Assessment
- Heritage Statement
- Noise Assessment
- Planning Statement
- Preliminary Ecological Appraisal and Preliminary Roost Assessment
- Biodiversity Net Gain Plan and Urban Green Factor Review
- Landscape and Ecology Management Plan
- Sustainability Statement (including Energy and Water Strategy and BREEAM Preliminary Assessment)
- Statement of Community Involvement
- Townscape and Visual Impact Assessment
- Transport Assessment and Framework Travel Plan
- Utilities Statement
- Operational Waste Strategy
- Public Art Statement of Intent

#### 4.0 Relevant Site History

Reference	Description	Outcome
23/04783/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for proposed alterations and extension to Clarendon House, demolition of existing porch, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.	EIA Screening Not Required
05/1201/FUL	Erection of two 6 metre high external light standards.	Refused
C/04/0977	Erection of new entrance lobby and gates and fence.	Permitted

- 4.1 The EIA screening opinion (23/04783/SCRE) concluded that the development does not meet the threshold for EIA development as the site area is 0.3 hectares, so the development is not considered to be EIA development.

4.2 The site has been subject to a PPA (Planning Performance Agreement) that was agreed in May 2023 which included multiple pre-apps, a design review panel, a disability panel and a pre-app member briefing.

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 25: Cambridge Railway Station, Hills Road Corridor

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 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 55: Responding to context

Policy 56: Creating successful places

Policy 58: Altering and extending existing buildings

Policy 59: Designing landscape and the public realm

Policy 60: Tall buildings and the skyline in Cambridge  
Policy 61: Conservation and enhancement of historic environment  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management  
Policy 85: Infrastructure delivery, planning obligations and the Community  
Infrastructure Levy

### **5.3 Neighbourhood Plan**

N/A

### **5.4 Supplementary Planning Documents**

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

### **5.5 Other Guidance**

Brooklands Avenue Conservation Area

### **6.0 Consultations**

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

6.2 Subject to the following conditions:

- Traffic management plan
- Construction vehicle limit
- Highways informative

6.3 The access details shown on drawing KMC23012/001 (1) Rev B contained within the Transport Assessment are acceptable. The effect of the proposed development upon the Public Highway should be mitigated with the recommended conditions.

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

6.5 Subject to a travel plan condition and financial contribution to GCP Hills Road corridor improvements scheme.



- 6.6 Cycle parking: The applicant has proposed to provide 238 cycle parking spaces, with 222 in the lower ground floor parking and 16 visitor cycle parking spaces at the street level. 5% of these parking spaces will be for non-standard cycles and 20% will be Sheffield stand spaces. Based on the staff the cycle parking provision is more than the required standards which is acceptable.
- 6.7 Car parking: The current site has 53 car parking spaces. The applicant is proposing 20 car parking spaces at a ratio of one space per 331sqm. This is justified because the site is in a sustainable location being close to the city centre, Cambridge railway station, the Cambridgeshire Guided busway and the various cycle routes described in the previous sections. It should also be noted that the area surrounding the site is a Resident Parking zone which prevents employees from parking on street close to the site. Hence, the reduced provision of 20 car parking spaces is appropriate and acceptable.
- 6.8 Trip forecasts: The Transport Assessment states that for the proposed extension total area of 7,179 sqm, the applicant calculates 266 arrivals and 20 departures in the AM peak, and 214 departures and 46 arrivals in the PM peak. Of these there are 105 cycle and 48 pedestrian arrivals in the AM peak, and 83 cycle and 38 pedestrian departures in the PM peak. These details are agreed.
- 6.9 Mitigation: The development will increase the number of pedestrians and cyclists to the site along the Hills Road corridor and therefore a contribution of £119,490 to the Greater Cambridge Partnership Hills Road corridor improvement scheme is required.
- 6.10 Lead Local Flood Authority – No Objection**
- 6.11 Subject to conditions:
- Detailed design of surface water drainage
  - Details of how additional surface water run-off from site will be avoided
- 6.12 The above document demonstrates that surface water from the proposed development can be managed using geo-cellular crates for all events up to 1% Annual Exceedance Probability (AEP) storm event including a 40% uplift for climate change. Surface water discharge is restricted to existing pumping rates of 15 l/s to a public surface water sewer. A green roof is proposed above the proposed substation. A combined attenuation and rainwater harvesting tank to store and reuse water is proposed. Pump failure calculations show flooding within the site which equates to 177m<sup>3</sup> and 46m<sup>3</sup>, however this can be contained within the car park area. The

proposed levels in the car park have been amended to allow flooded water to be contained in the event of pump failure. A CCTV Survey of the existing surface water network was carried out to verify the condition. This shows that remediation works are required at some pipe connections as defects were identified.

### **6.13 Environment Agency – No Objection**

6.14 Subject to conditions for detailed surface water drainage and management of additional surface water run-off and several informatives.

6.15 The above document demonstrates that surface water from the proposed development can be managed using geo-cellular crates for all events up to 1% Annual Exceedance Probability (AEP) storm event including a 40% uplift for climate change. Surface water discharge is restricted to existing pumping rates of 15 l/s to a public surface water sewer. A green roof is proposed above the proposed substation. A combined attenuation and rainwater harvesting tank to store and reuse water is proposed. Pump failure calculations show flooding within the site which equates to 177m<sup>3</sup> and 46m<sup>3</sup>, however this can be contained within the car park area. The proposed levels in the car park have been amended to allow flooded water to be contained in the event of pump failure.

### **6.16 Anglian Water – No Objection**

6.17 Foul water: The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission. The sewerage system at present has available capacity for these flows.

6.18 Surface water: Anglian Water has reviewed the submitted document, Drainage Strategy Report February 2024, and can confirm that the proposed drainage strategy is acceptable.

### **6.19 Urban Design – No Objection**

6.20 Subject to a design details and materials condition and a sample panel condition.

6.21 The DAS explains well the overarching key design drivers that underpins the approach with the aim to reducing embodied carbon through the retention of the structural frame; optimising and making better use of an existing office site in a highly accessible location; and the remodelling of the existing building in a context led way that mediates the transitional dual character nature of the sites immediate context, being key strategic

themes. Overall, we believe the proposal has struck a successful balance between these key drivers, creating a proposal that carefully manages the constraints of the existing building to minimise embodied carbon and improve energy efficiency, is forward looking in its response by setting up a positive place shaping condition that supports the creation of a new potential link to Hills Road with good levels of overlooking – and, through the careful repair of the highly visible edges and the creation of an articulated silhouette with a layered variety of scales - the proposal will successfully transition from the existing commercial forms at the rear of the site to the finer grain context of the conservation area at the front, to create a building that in our view will sit comfortably within Clarendon Road.

- 6.22 The layout of the site has been largely dictated by the retention of the existing structural frame, with the proposal including extensions to the north and rear (east) and the removal of the existing protruding unsightly entrance along the frontage. A new welcoming, inclusive, step free entrance at a prominent corner framed by new landscape and trees will be created and overall, we believe the proposal will make a positive contribution to townscape views up and down Clarendon Road, repairing and improving the public realm at the north western corner. Extending the building northwards and introducing two new trees at the northwestern corner, creates a much improved frontage along the northern edge that has the potential to better engage with and establish a positive and green future street condition that may come forward to link to Hills Road. A separate dedicated cycle access has been achieved near the main entrance, reinforcing the legibility and people priority of this part of the site. The relocation of the ramp, which is required due to height restrictions of the existing frame, is proposed to be discretely integrated to the south of the building; this again is beneficial to improving the streetscape views of Clarendon Road. To the rear, the proposal overall creates a much greener and calmer condition, with climbers, green roofs, tree planting and landscaped terraced all helping to improve the microclimate.
- 6.23 Access for pedestrians and cyclists is greatly improved over the existing condition. A separate cycle access is provided near the main entrance via a slope constructed in line with LTN1/20 guidance and a step free inclusive main entrance has been achieved into the building from Clarendon Road, shifting the balance from a car dominated entrance to a people focussed key arrival space. High quality end of trip facilities (showers and lockers) for cyclists have been integrated into the basement and are located close to the cycle stands and the main movement core that provides the access to the upper floors. We welcome the inclusion of spaces for non-standard bikes.
- 6.24 The scale and massing of the building is expressed through a variety of layered volumes, heights, and forms which mediates the change in townscape character from the taller larger forms to the east and the more domestic fine-grained character to the west, enabling the building to respond to the sites varied edge character and conditions. The massing of

the building is cleverly broken down into three clearly identifiable separate forms, which is achieved by each volume proposed at a different height that is then further reinforced by varied rooflines to create an articulated silhouette of finer grained gables that echo the plot dimensions of adjacent domestic properties.

- 6.25 The tallest element of the building is formed by two symmetrical 5 storey gables and is set back from Clarendon Road behind the main entrance building, responding to the larger existing commercial forms to the east of the site and working with the scale of the Brooklands development. To the south, the building steps down to a lower form of 4 storeys to manage the transition in scale to the adjacent Kaleidoscope scheme. An upper floor set back between this lower 4 storey element and the taller 5 storey element, provides breathing space between the two volumes emphasising their individual profiles, and working to create visual separation between the taller forms when looking along Clarendon Road. The setback is also a key device in reducing the perceived mass of the taller forms layered to the rear of the site, helping the key entrance building to be visually read and noticed first amongst the 3 forms when viewed along Clarendon Road.
- 6.26 The lowest part of the scheme is expressed as a 3 storey 'house like' form with finer grain texture and detailing to help knit together the two varied grain and scale contexts of the site. The scale and appearance of this building was refined following a developer briefing to members, and we now feel that the texture and detail successfully combine to create a building that sits comfortably within its context whilst at the same time celebrating a new, legible, inviting, and inclusive entrance.
- 6.27 The relationship with the closest adjacent properties of the Kaleidoscope scheme has also been carefully considered with the rear massing of the 4-storey form refined and manipulated during the evolution of the design in response to daylight and sunlight analysis work where setbacks and stepping was introduced to manage the impacts on residential amenity. Visually, the rear of the building reads as a series of more vertical and domestically proportioned bays, which also helps to reduce the perceived massing of this elevation. Urban Design agree with the conclusions of the submitted Daylight and Sunlight report.
- 6.28 The DAS and Townscape and Visual Impact Report (TVIA) shows a number of local views looking south and north along Clarendon Road, which we believe demonstrates well how the proposal creates a contextually sympathetic massing silhouette that creates a new and positive cohesiveness to the eastern side of Clarendon Road, that is part of the family of the Brooklands development and not a carbon copy of it.
- 6.29 As you move south along Clarendon Road, closer to the proposal site, the views show the clear gaps and distinction between the taller forms on both sites, that work together to break down and mitigate the massing of the taller forms so that the more 'house like' massing of the front buildings on

both the Brooklands development and on the proposal site, are pulled into focus, becoming more visually prominent, and embedding the proposal into its finer grained context. The loss of the 4 smaller trees close to the southern boundary of the site to facilitate the relocated ramp is regrettable, however from an urban design perspective, their loss does not undermine the green character of Clarendon Road in which the 3 retained mature trees will continue to have a significant positive impact upon.

6.30 Facades are elegant and well-ordered, reinforcing vertical rhythms; there is a good level of richness to the elevations. A common set of details and features unifies and provides overall coherence but are then carefully varied to emphasise a change in character where needed, for example the entrance building.

### **6.31 Access Officer – No Objection**

6.32 Reiterates the comments from Disability Panel which includes:

- An accessible toilet is on each floor and at least one of the superloos will include an outward opening door and grab rail.
- Access can be via the cycle link under the Hills Road bridge.
- No evacuation lifts but as it is a very low risk building, it is not necessarily requested.
- Asymmetrical double doors are preferable.

### **6.33 Conservation Officer – No Objection**

6.34 Subject to a materials condition.

6.35 The building would have three main elements: a taller block behind the entrance which would echo the scale of the neighbouring Lockton House development (Brooklands); a slightly lower range transitioning to the scale of the modern Kaleidoscope building; and a smaller three-storey frontage section which would act as the main entrance and relate to the domestic scale of the conservation area houses opposite.

6.36 While the taller part of the building would be large in relation to the domestic architecture of the conservation area, the scale would relate to an existing group of newer commercial buildings towards the railway. The existing building is already considerably larger than the houses opposite and there is an established contrast in scale between the two sides of Clarendon Road. The lower frontage section of the replacement would be of three storeys, which is taller than the houses opposite although it is acknowledged the height is dictated by the retained structural frame beneath. Despite its relatively large scale along Clarendon Road, the frontage section would have clearly articulated base, middle and roof elements that echo the finer grain of the adjacent domestic architecture.

- 6.37 In local views from within or near the conservation area, the increased scale of the building would result in greater visual prominence than the existing arrangement. However, it is considered the proposed articulation of facades and roofs, with the breaking down of the overall massing, would successfully mitigate harmful impacts. In these views, the building is considered to sit comfortably between the neighbouring blocks with no further adverse impacts on the adjacent conservation area.
- 6.38 The form and detailing of the building would reflect historic industrial buildings in the area but with a distinctive identity and detailing that would be complimentary to neighbouring properties. Additional richness of detailing has been incorporated to the frontage section to better relate to the intricate Arts and Crafts houses within the conservation area. Despite the regrettable loss of existing trees, the proposal incorporates replacement and additional trees to the frontage that would relate positively to the sylvan character of the Clarendon Road and the wider conservation area. Furthermore, the existing and proposed trees would soften the visual impact of the building in local views.
- 6.39 It is considered that the proposal would preserve or enhance the character or appearance of the conservation area for the reasons set out above. In respect of NPPF paragraphs 206-208, it is considered the proposal would not cause harm to the significance of the designated heritage asset. The proposals would meet the requirements of Local Plan policy 61.
- 6.40 Historic England – No comment.**
- 6.41 We suggest that you seek the views of your specialist conservation and archaeological advisers.
- 6.42 County Archaeology – No Objection**
- 6.43 No recommended conditions.
- 6.44 Senior Sustainability Officer – No Objection**
- 6.45 Subject to recommended conditions:
- BREEAM Design Stage certificate
  - BREEAM post construction certificate
  - Water calculator
  - Rainwater harvesting
- 6.46 The overall approach to integrating the principles of sustainable design and construction into the vision and design of the proposals is fully supported. A key element of the proposal has been the aim of reducing the embodied carbon of the scheme, through the retention of the structural

frame and substructure. The embodied carbon assessment that accompanies the application Low embodied carbon by retaining existing steel frame and substructure estimates the lifecycle embodied carbon at 556 kgCO<sub>2</sub>/m<sup>2</sup>/GIA, which is an improvement on the RIBA 2030 target of 750 kgCO<sub>2</sub>/m<sup>2</sup>GIA, and is very close to an A rating for lifecycle embodied carbon. In terms of upfront embodied carbon, the scheme achieves a score of 393 kgCO<sub>2</sub>e/m<sup>2</sup>, against the LETI 2030 target of <350 kgCO<sub>2</sub>e/m<sup>2</sup>. This approach is welcomed.

6.47 The scheme targets BREEAM excellent, a current score of 73.2%, meeting the requirements of policy 28. The energy strategy takes an all electric approach and utilises photovoltaic (pv) panels and air source heat pumps to provide heating and cooling. This approach results in regulated emissions savings of 54.35% beyond Part L compliant baseline. In terms of water efficiency, efficient sanitary ware, water management systems and rainwater harvesting are proposed to achieve the required 5 Wat01 credits. Rainwater is to be collected from roof and stored in an external attenuation tank as shown on the general arrangements, basement plan to serve WCs. The scheme includes an increase in tree canopy cover, with a 30% increase in canopy cover expected over a 30-year period. The scheme achieves an urban greening factor score of 0.4069 – to put that into context, in London the recommendation for commercial development is to achieve a score of 0.3.

#### **6.48 Landscape Officer – No Objection**

6.49 Subject to the following conditions:

- Hard and soft landscaping
- Tree pits
- Green roofs
- Landscape and ecology management plan

6.50 The new landscape includes hard and soft landscape areas around the site perimeter, eight new trees and a podium garden. Calculations have been submitted to show the Urban Greening Factor score, which, although is not a Cambridge Local Plan Policy, demonstrates that the overall coverage of planting will be increased and enriched across the site alongside 33.95% Biodiversity Net Gain. The entrance, approach and accessibility of the building will be improved through the finished levels and layout of the paving and planting around the new lobby.

6.51 We recommend that a contribution is also made towards street trees in the Brooklands conservation area to specifically mitigate for the trees lost in the conservation area section of the site and to contribute to tree canopy cover in this part of the city.

6.52 The landscape proposals are described in the design and access statement but there are no general arrangement plans for landscape. To

secure the extent and quality of the landscape scheme we recommend that the landscape proposals are added to one of the site plans or a specific landscape site plan is submitted to show the extent and types of hard and soft landscape.

**6.53 Ecology Officer – No Objection**

6.54 1<sup>st</sup> Comment: Insufficient information on biodiversity net gain, the metric is not agreed. The submitted report has not found any evidence that a protected species licence will be required prior to works commencing on site. No bat roosts were identified during the nocturnal bat survey on Clarendon House in August 2023 and there are no anticipated impacts from the proposed works on roosting bats. The report has recommended non-licensable reasonable avoidance measures are employed to remove any residual risk of harm or disturbance to protected and priority species including breeding birds. I agree with analysis and do not require any further surveys to be submitted. Proposed external lighting is at 3000k, we would ask that the lighting documents are not approved documents and the lighting is reduced to 2700k. The scheme should be secured by a separate condition of any consent. Guidance should be followed in Bats and Artificial Lighting at Night Guidance Note 08/23.

6.55 2<sup>nd</sup> Comment: No objection subject to conditions. The revised metric now shows that the development would provide a 45.12% gain. The submitted information confirms that the baseline for trees is correct and the 8 trees proposed will be planted at medium sized (over 30cm diameter at breast height).

6.56 Recommended conditions:

- Statutory biodiversity net gain
- Works to be carried out in accordance with the preliminary ecological assessment and preliminary roost assessment
- Submission of scheme of ecological enhancement
- Submission of a lighting design strategy for biodiversity

**6.57 Natural England – no comment.**

**6.58 Tree Officer – No Objection**

6.59 Subject to tree protection conditions.

6.60 The existing building limits access to the site therefore it is proposed to move the vehicle access ramp from the north boundary to the south, resulting in the loss of four trees of value that contribute significantly to the character of the conservation area. Limited space has been provided along the frontage for equal replacement therefore the proposal will result in a loss of verdant amenity. To maximize mitigation it will be necessary to



ensure that proposed landscaping provides for trees of large stature at maturity. Proposed replacements are to the north of the building, adjacent to the northwest corner, adjacent to new access ramp and along the east boundary. It is the proposed two trees to the north of the building that will contribute most to the verdant character of Clarendon Road.

6.61 The proposal includes a reduction in the canopy of the large silver maple dominating the site frontage to create a 4m clearance to the building. This will result in a canopy spread of less than 5m to the east leaving a canopy of almost 10m over the road. This level of reduction is not supported. The tree is a reasonable constraint to standard construction and specialised methods should be adopted to limit the extent of reduction needed.

6.62 The proposal also includes on-going pruning to G2, two semi-mature lime trees off site. While management of these trees will be required periodically as they mature, pruning back to boundary is considered to be excessive.

### **6.63 Environmental Health – No Objection**

6.64 Subject to the following conditions:

- Implementation of remediation
- Phase 4 verification/ validation report
- Unexpected contamination
- Material management plan
- Phase 2 site investigation
- Demolition, construction environmental management plan
- Plant noise compliance
- Plant noise post completion testing
- Roof terraces – restriction of music
- Roof terraces – restriction of hours of use
- Operational deliveries / collections
- EV charging points
- Site-wide artificial lighting – operational

6.65 Air Quality: The proposed development is located outside the City Councils' Air Quality Management Area (AQMA) and on review of the proposals, it is unlikely that adverse air quality impacts will arise in the locality as a result of the completed development. Indeed, I note that car parking provision will be reduced from the existing 53 spaces to 20 spaces. This is welcomed.

6.66 Demolition/ construction: Section 8.1 of the Air Quality Assessment goes on to provide a number of generic dust mitigation, management and

control measures. Whilst the measures are acceptable in generic terms, they are not site specific. Therefore, a demolition / construction environmental management plan is required.

- 6.67 EV charging: Of the 20 car parking spaces provided, 7 of these will be fitted with “fast” EV charge points and 13 will be provided with passive connections for future use. The fast chargers should be ‘rapid’ but if these cannot be installed for technical reasons, evidence will be required to justify this approach.
- 6.68 Contaminated land: A comprehensive Desk Study Report has been submitted with this application. This report presents a well-researched preliminary conceptual site model (CSM) that accurately describes the potential contamination risks faced by this development. Whilst this risk is assessed as being low, the report recommends further confirmatory site investigation appropriate to the scale and nature of the redevelopment. As the site is brownfield with a significant history of development and occupation, this recommendation is welcomed and supported.
- 6.69 Operational noise: The Noise Impact Assessment provided has identified the main sources of noise from external mechanical plant will be the proposed air source heat pumps, air handling units and condenser units. Without mitigation (and presumably not considering the shielding provided by the proposed building envelope), noise from the plant deck closest to Glenalmond Avenue would result in significant adverse noise impacts at that receptor location. As such, page 17 of the assessment provides detail on noise mitigation, which includes:
- Application of a hydrophobic, robust and sound absorbent lining to the inner side of the gable and
  - Silencers to be fitted to external ductwork.
- 6.70 Final noise model data is presented in Figures 5.4 (daytime) and 5.5 (night-time) indicating that the existing background noise levels will not be exceeded at the relevant receptor locations. The detail presented in the Noise Impact Assessment is acceptable subject to further details secured via condition.
- 6.71 The Noise Impact Assessment also considers noise from vehicles entering and exiting the car park. This has been considered due to the site entrance being moved from its existing location to a proposed new location. The completed development will only have 20 car parking spaces and as such, the conclusion is that there will be no adverse impacts as a result of vehicle movements to and from the site. I agree with this and have no further concerns on this aspect of the development.
- 6.72 In principle, I have no objections to these terraces. However, given the proximity to existing residential dwellings and the height of the apartment blocks at Glenalmond Avenue, it is important that noise management is considered and implemented on those terraces. To this end, our view is that it is appropriate to recommend a condition restricting hours of use of

the terraces from 7am until 7pm, which will provide protection for residents into the “quieter” evening period and also a condition prohibiting amplified music and voice on the terraces.

**6.73 Police Architectural Liaison Officer – No comment.**

**6.74 Fire Authority – No comment.**

**6.75 Cambridge Airport – No objections.**

6.76 The introduction of PV panels on the roof of the buildings may affect the operations at Cambridge airport. The PV reflections could have an impact on Airport operations due to glint and glare effects. Cambridge Airport requires a glint and glare assessment to determine full impact on pilots approaching the airport and air traffic controllers in the ATC tower. We will need to object to this proposal unless a condition secures the submission and approval of a glint and glare assessment.

6.77 Due to the site being within 6km of Cambridge Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

**6.78 S106 Officer – No Objection**

6.79 No specific infrastructure financial contributions recommended. S106 monitoring will be required given the transport contributions recommended by County, therefore £700 is required for monitoring and administration.

**6.80 Disability Panel Meeting of September 2023**

6.81 See Access Officer’s comments.

**6.82 Design Review Panel Meeting of 28<sup>th</sup> September 2023**

6.83 Overall, the Panel support the proposed massing and stylistic relationship to the Lockton House development. The Panel understand the concerns that matching the materials (grey brick) or the forms (saw-tooth roof) could cause the two buildings to coalesce when viewed from Brooklands Avenue and along Clarendon Road.

6.84 There were some concerns that the lower entrance building may be a little out of scale with the street, but the Panel agree that the strategy of a lower building, of a more domestic scale is successful.

6.85 The Panel urged the architects to be bolder, and perhaps introduce colour, artwork, different materials, graphics etc to perhaps make the entrance more significant with more external space around it or more internal communal space.

- 6.86 The separate cycle and car entrance is welcomed.
- 6.87 The Panel supports a scheme which retains the structural frame, with the benefits and comprises this entails. They were convinced that the improvements to movement around and inside the site, the improvements to the street scene (including taking the substation into the site), the benefits to the conservation area given the new entrance on the north-west corner and the replanting of new trees outweighed the loss of the trees adjacent to Kaleidoscope. If it is not viable to retain the frame, the Panel, and the LPA, would want to look afresh at the design of an entirely new build development on this site.
- 6.88 A copy of the review letter is attached in full at appendix A.

## **7.0 Third Party Representations**

- 7.1 55 representations have been received.
- 7.2 Those in objection have raised the following issues:

### Design

- Overdevelopment – excessive scale, height, massing and density. Doubles the footprint of the building. Exceeds the height of neighbouring buildings. Dwarfs the houses opposite.
- Out of character with the surrounding area, particularly Clarendon Road and the Kaleidoscope flats.
- Overly dominant in the surrounding area, in particular Clarendon Road and Kaleidoscope flats
- The front block of the development is too tall for the road and with its large windows is out of keeping with the residential nature of the road.
- Loss of trees and consequent impact on visual amenity / street scene. The replacement trees are deciduous (losing their leaves in winter) which would not adequately mitigate the loss of canopy cover, the scale and massing of the proposal or impact on neighbours.
- Landscaped podium could be greener.
- Negative impact on the character of the conservation area. Incompatible with the historic Victorian and Edwardian houses in the Conservation Area. The excessively high front block and large windows would disrupt the harmony of the area.
- Elements such as the unnecessary 'chimney stack' and saw-tooth roof further detract from the character of the Conservation Area
- The metal pergola adds further height to the building and creates a jarring roofline, and should be removed.
- Negative impact on the design layout of the area
- Huge block which has no acknowledgment its residential neighbours
- Even higher than the development at Lockton House.

- The design has a protruding front section of three storeys directly facing 11, 17 and 19 Clarendon Road which is 3.4m higher than Lockton House and sits at odds with Lockton House.
- Doubts on the architectural merits of the building
- Urbanisation of this suburban, predominantly residential area
- The proposal would close the gap between these Clarendon and Lockton House which increases the mass at street level
- The cumulative effect of these two projects amounts to a wholly unacceptable and shocking negative impact on the built environment of Clarendon Road.
- A proposed vehicle drop off point is shown in front of the proposed entrance and directly opposite no. 15-17 Clarendon Road. This arrangement would encroach on the public pavement and grass verge, the preservation of which makes an important statement about the mixed residential/office nature of Clarendon Road.
- The pergola on the fourth floor terrace detracts from the skyline as part of an inconsistent and overbearing roofline
- Roofline out of character
- Major impact on buildings which are considered important in terms of local character in the Conservation Area appraisal from very large floor to ceiling windows and overlooking from all 3 blocks of the building (front, middle and back). The Victorian terrace (2, 4 and 6 Clarendon Road) and 9,11,15-17 and 21 Clarendon Road are all marked as 'Buildings important to character' on the Brooklands Avenue Conservation Area Townscape Analysis' map.
- Excessive number size and prominent position of rooflights
- Design of the very large corner window is unacceptably large and would lead to direct overlooking, in particular to 15-17 Clarendon Road and 11 Clarendon Road.
- The white metal panels and fins are not in keeping with the Conservation Area.
- The large concrete spandrels are too dominant
- Choice of material for roofs should match the zinc roofs at Lockton House

#### Amenity

- Loss of light and overshadowing to Kaleidoscope flats and Clarendon Road properties
- Overbearing
- Loss of privacy arising from the roof terraces, overlooking Clarendon Road Fitzwilliam Road and Kaleidoscope flats and rear gardens. There would be three times as many windows on the West frontage facing Clarendon Road houses. This would give unacceptable and intrusive overlooking; and considerable light pollution.
- Landscaped deck will overlook the Kaleidoscope flats
- Noise and pollution arising from the relocation of the vehicle ramp which is just opposite the vehicle access of 1 Fitzwilliam Road

- Noise impact arising from construction and demolition. Lockton House has significantly impacted residents and this will do the same.
- Decreasing air quality due to car pollution
- Noise from the terraces despite the developer looking to restrict the hours of use.
- Light pollution to surrounding neighbours
- Impact on the German Lutheran Church, in terms of overlooking and overbearing
- The noise impact assessment is incorrect that sensitive internal spaces of the flats are on the opposite side of the Kaleidoscope building. No. 1's living room is directly next to the access and 8m from no.1s bedroom window.
- Noise impact assessment out of date, almost 2 years old, and was carried out when Lockton was being developed.
- Given the angle of the ramped access, cars will invariably have to speed up significantly to climb the ramp resulting in additional wear and tear on the surface, as well as noise and air pollution in a sensitive area of neighbouring flats.
- Loss of trees reduces the noise screening to residents.
- Vibration impacts
- screening the demolition site to minimise the dust and pollution that are so harmful for the residents health.
- Deliveries blocking access to residential dwellings
- Access to the car park should be restricted to prevent noise impacts to residents at unsociable hours

#### Transport impacts

- Increased traffic (pedestrians, cyclists and cars) leading to decreased highway safety and increased congestion on Clarendon Road, Fitzwilliam Road, Shaftesbury Road and Brooklands Avenue. Traffic is already high, particularly at peak time with the schools and commercial developments.
- Over provision of car parking. 20 is excessive. Lockton House the neighbouring development only has 11. This significantly exceeds the parking ratio of similar developments
- The corner of Clarendon / Fitzwilliam / Glenalmond is extremely dangerous and will become worse once the 3 houses & 7 carparking spaces at 1 Fitzwilliam Road are in use.
- Traffic calming measures and a one-way system around the square would be beneficial.
- insufficient parking which leads to illegal parking during pick-up and drop-off times at the schools which would restrict access by emergency vehicles if required
- The existing ramp is safe for cyclists and vehicles
- Increased risk of collisions due to moving the ramp access nearer to residential accesses

- No clear visibility for cars exiting the parking ramp onto Clarendon Road
- A clear opportunity for a further reduced level of car parking has been missed
- The delivery layby would result in conflict between delivery vehicles, pedestrians, cyclists and drivers using Clarendon Road and accessing the site.
- Off street space should be provided for construction and delivery vehicles
- The S106 contributions recommended by the County Transport Team should be for Clarendon Road not Hills Road improvements.
- Conflict arising from the proximity of the entrance to the access to City House and Lockton House
- TRICs data used is out of date
- Existing car parking is not full, this is misleading the actual on the ground impact of proposed car parking provision
- Clarendon Road has overnight parking stress which has not been addressed
- No traffic survey completed
- Number of deliveries and taxi movements is understated, particularly given large increase in number of employees and visitors
- Narrow ramped access

#### Sustainability / biodiversity

- Not re-using the materials
- Every part of the fabric of the existing building will be demolished. This will all involve a huge waste of materials and energy, while new parts will be sourced, manufactured, and transported in, requiring huge amounts of energy.
- The environmental benefits of the scheme could be achieved without replacing the existing building, by providing more cycle parking, more green space and landscaping, shower facilities for cyclists.
- This is incompatible with the decarbonisation of the built environment. The British Property Federation in a recent submission to a government consultation on MEES requirements has agreed that if "the likely outcome is for a given building to be demolished and rebuilt (this) is contrary to any crucial attempts to retain so far as practicable existing embodied carbon in the built environment."
- Loss of trees results in a loss in habitats for local wildlife
- Amenity afforded to the trees is under represented
- Impact on water usage
- Loss of embodied carbon arising from construction
- Cumulative loss of trees, leylandii lost at Lockton House and a large sycamore tree lost as part of 1 Fitzwilliam Road
- Retained trees may also be impacted by the development & the substation (G003 & T002).

## Miscellaneous

- Inadequate community consultation - Developers' submission of plans solely using AoD references for height measurements hampers the accurate assessment of the proposed buildings' relative heights from ground level, hindering comparison with neighbouring properties.
- Fitzwilliam Road were not included in the public consultation carried out by the LPA. Lack of neighbour notification and unclear plan presentation hinder community engagement.
- The offices are fit for modern use. Better quality than Lockton House.
- Pushing the existing local and public bodies currently operating from the building out in favour of larger multi-national companies.
- Development will set a precedent for larger development
- Light impact and its effect on local wildlife
- There is a lack of safe outside space for children and for residents from the flats and it is unclear whether the landscaping around the building will be open to the public.
- Provision has already been made for office space in the local plan. Clarendon House is not allocated in the existing plan or proposed plan
- Inaccuracies in the application documents and plans out of date - Part of the Clarendon House site - the frontage - including the trees, shrubs and glass porch - sits within the Conservation Area since its designation on 17 May 2002.
- 15-17 Clarendon Road second storey is not a loft but a bathroom and bedrooms.
- The amount of glazing should be reduced, not only for overlooking and loss of privacy reasons, but also due to the risk of fire and spread of flame implications.
- Multiple drawings show parts of the building greyed out which is misleading and should be changed.
- Lack of view from 15-17 Clarendon Road in the Town and Visual Impact Assessment
- Impact on water
- Screw piling only
- This proposal does not deliver and reinforce a sense of place and local shops and services' and the site is not included in the specific areas mentioned in this part of the plan.
- If approved, conditions should be placed to ensure construction and demolition is restricted to 9am-3:30pm and root protection is provided to T002 and G003.

## 8.0 Member Representations

- 8.1 Cllr Robertson has made a representation objecting to the application on the following grounds:



- Unacceptably big enlargement, it would dominate the area around it to the considerable detriment of the conservation area and the residents living in the adjoining flats and houses opposite.
- Roof terraces too close to the flats.
- Moving the entrance ramp is not acceptable.
- Loss of trees and heavy pruning is not acceptable.
- The swept path analysis is not accurate.
- The meal pergola is not shown on all elevations, only on the western one.
- Materials have been inconsistent in the documentation submitted. These details are required to make a full assessment of its impact on the conservation area and the street scene.

## **9.0 Local Interest Groups and Organisations / Petition**

9.1 BAARA (Brooklands Avenue Area Residents Association) has made a representation objecting to the application on the following grounds:

- Endorses all objections from individuals in the neighbourhood.

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

## **10.0 Assessment**

### **10.1 Planning Background**

10.2 The proposal has evolved collaboratively through a planning performance agreement (PPA) pre-application process with the applicant and their design team. Due to the constraints of the site, the Council requested that the applicant team evaluate several different options for the site using a comprehensive set of sustainability indicators to ascertain the optimal design solution for the site. The options comprised: basic refurbishment of the existing building; partial frame retention and extension; total frame retention and extension; and lastly a complete rebuild. The indicators chosen took into consideration a wide variety of measures, including carbon, green infrastructure, buildability (due to the constrained nature of the site), water, ESG credentials, visual amenity and impact on the conservation area.

10.3 After a thorough review of the options, officers concluded that the most sustainable and deliverable option was retaining the frame and extending the existing building. This was taken forward by the applicant team. It was made clear however that if the frame were not to be retained, the approach would be revisited.

### **10.4 Principle of Development**

- 10.5 The proposal seeks to partially demolish, extend and alter the existing office building to create enhanced, flexible and sustainable office space.
- 10.6 Policy 2 of the Cambridge Local Plan 2018 sets out the spatial strategy for the location of employment development to support Cambridge's economy stating that employment development will be focused on the urban area, Areas of Major Change, Opportunity Areas and the city centre to foster the growth of the Cambridge Cluster of knowledge-based industries and institutions.
- 10.7 The site sits adjacent to the Station Opportunity Area and is well connected by pedestrian, cycle, bus and train infrastructure. While the site does not fall within the Opportunity Area, given its close proximity to it and its sustainable location, officers consider the proposed development aligns with the spatial strategy for employment development.
- 10.8 Policy 40 encourages new office development to come forward in the city centre, Eastern Gateway and in the areas around the two stations as defined by the Opportunity Areas. Outside of these areas elsewhere in the city, policy 40 supports office development on its merits.
- 10.9 As outlined above, the site borders the Station Opportunity Area so strategically it is the next best option for employment after those listed in policy 40 as it is well connected by sustainable transport modes. Clarendon House is well connected to central Cambridge via Brooklands Avenue and Hills Road with designated footways, as well as the Cambridge railway station (10 minutes' walk) and the Cambridgeshire Guided Busway (6 minutes' walk) through Glenalmond Avenue. The site is easily accessible via bike with connections via designated segregated infrastructure, including the Driftway Cycle Route, the Chisholm Trail and National Cycling Network Route NCN and wider Cambridge cycle network. Buses are within walking distance and provide a regular service to the city centre, railway stations and surrounding villages. Similarly, rail services provide access to London, East Anglia and Birmingham.
- 10.10 Policy 41 of the Local Plan aims to protect land in employment uses to ensure a sufficient supply remains to meet demand. It also facilitates redevelopment of existing employment sites where there is a need to modernise buildings that are out of date.
- 10.11 The existing building is of 1970s construction and, given the lack of investment since, the building does not have the right configuration, core design and facilities for the current market. The applicant team also advise that the building is set to be non-EPC compliant by 2030. This all indicates that the existing building is no longer fit for the current market and is in need of modernisation to meet market demand. Therefore, the proposal would align with policy 41.

- 10.12 The Greater Cambridge Employment and Housing Evidence (2023) states that while the pandemic has slowed demand for office space due to home working, there is still good demand for businesses wishing to locate to central and north Cambridge in high quality premises. The evidence also states that when accounting for projected demand and supply, there is a deficit of 61,139sqm of office space. The development would contribute to meeting this identified need during the 2020-2041 period and help retain business within sustainable locations in Cambridge.
- 10.13 The proposal seeks to expand and enhance the existing office space on site to provide a high quality, well designed and sustainable office space which will align with the aims of the adjacent Opportunity Area, while protecting the office use on site by meeting current office market demands. Therefore, officers consider that principle of the development is acceptable and in accordance with policies 2, 40 and 41 of the Cambridge Local Plan (2018).

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

- 10.15 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

##### *Existing site circumstances*

- 10.16 The existing building of Clarendon House is a 4 storey 1970's office building (including undercroft), which was later extended at single storey to create disabled access to the building. The frontage along Clarendon Road is well vegetated with several mature trees to the west and southwest parts of the site frontage, limited vegetation is to the north-western corner due to the separate vehicular access of Clarendon House and City House. Both the area of trees to the front of Clarendon House and the glazed single storey entrance fall within the Conservation Area, with the mature trees contributing to the vegetated character of Clarendon Road, a tree lined street.
- 10.17 Officers agree with the contextual analysis undertaken which details that the site sits in a point of transition between the larger scaled commercial and residential buildings to the north, east and south comprising between 4-8 storeys in height and the finer grained suburban 2-2.5 storey Victorian villas to the west. The latter fall within and form a distinctive part of the character and appearance of the Brooklands Avenue Conservation Area.
- 10.18 The existing building is considered to relate poorly to this context. It exhibits an overly horizontal emphasis which unsympathetically contrasts with the suburban residential villas on the opposite side of Clarendon Road. The glazed entrance, while subservient to the existing building,

bears little relation to the character of the existing building and is considered to block views of the trees south of it which are important features in the street scene. The vehicular access to the north of the existing building sits adjacent to the side vehicular access to City House to the north-east. These two accesses create a large area of hard landscaping which sits at odds with the tree lined street character elsewhere on Clarendon Road and also does not create a walkable environment on the eastern side of Clarendon Road as cars are given priority at these junctions.

### *Proposal*

- 10.19 The development proposes to partially demolish the existing building, retain the existing frame and extend to the north, east and west and upwards to create a building of varied form comprising 3 storey and 4 storey, 5 storey volumes. The vehicular site access would be relocated from the north to the south, with a segregated cycle access being re-provided in the north of the site.

### *Scale and massing*

- 10.20 The scale and massing of the building is expressed through a variety of layered volumes, heights, and forms, to respond to the dual scale present within the surrounding context. The proposal retains a 3 storey frontage to Clarendon Road which then steps to 5 storeys directly behind, further to the east. Stepped back from the 3 storey frontage building further to the south is a 4 storey volume connected via a flat roofed 3 storey section. As such, the form is broken down into three distinct sections, the frontage building, which has a more domestic interpretation, the layered five storey form behind which responds to the greater scale behind, and the four storey form to the south which is a similar scale to the Kaleidoscope flats to the south and eases the step in scale when viewed from Clarendon Road. Within these sections, the scale is broken down further and contextually appropriate design approaches adopted.
- 10.21 The scale of the frontage building, the smallest volume fronting Clarendon Road, is dictated by retaining the existing 3 storey frame but to better relate to the Victorian villas on the opposite side of the street, the form has adopted a pitched roof that sits parallel to the street and has a more vertical character compared to the existing form, matching that of the properties across the road. The eaves height has been reduced during the pre-app process (and since DRP) to further decrease the perceived massing. The proportions have also been cleverly designed to appear more domestic, with the under-croft entrance breaking the length of the building and a clear base, middle, top elevational treatment.
- 10.22 Behind the frontage building sits the tallest element of the building at 5 storeys in height. This massing design reduces the impact of the scale on views at street level from Clarendon Road and mirrors the approach taken at Lockton House (where 5-storey form sits behind a two storey frontage

building). As mentioned above, the scale of the frontage building was dictated by retaining the frame of the existing 3 storey building hence the retention of the 3 storey form to the front. The 5 storey form sits comfortably alongside the 5 storey form of Lockton House (which is almost complete), the 4 storey form at City House and the 4-8 storey form at Kaleidoscope. The 5 storey element of the proposal has two symmetrical gables which articulates the massing, reducing its perceived scale further, and creates a vertical emphasis. This also creates distinction between the proposed development and the Lockton House scheme. The scale relationship between the frontage building and the mass behind is comfortable and given the articulated roofs of the respective sections, the taller element does not loom over the frontage building.

- 10.23 To the south, the building steps down to a lower form of 4 storeys to manage the transition in scale to the adjacent Kaleidoscope frontage which is 4 storeys in height. Here the built form is set behind the Kaleidoscope development with a green frontage maintained and gables have been used to break down this frontage and add interest at roof level. A symmetrical gable pivots to an asymmetrical gable which is clad in metal, to create the optimal positioning for solar panels on the roof. This also creates a distinction between the layered gable frontages.
- 10.24 An upper floor set back between this lower 4 storey element and the taller 5 storey element, provides breathing space between the two volumes emphasising their individual profiles, and working to create visual separation between the taller forms when looking along Clarendon Road. The setback is also a key device in reducing the perceived mass of the taller forms layered to the rear of the site, helping the key entrance building to be visually read and be noticed first amongst the smaller forms when viewed along Clarendon Road.
- 10.25 To the rear (east), the scale of the 4 storey element has also been manipulated to create a gradual stepped form to the interface with the Kaleidoscope flats to the east of the site. This massing was adopted to provide visual and daylight relief to these flats. The rear of the building reads as a series of more vertical and domestically proportioned bays, which helps to reduce the perceived massing of this elevation.
- 10.26 Overall, officers consider that the scale and massing of the proposed development successfully responds to both the finer grain domestic Victorian villas fronting Clarendon Road and the larger commercial and residential flats to the north, east and south, by virtue of the varied scale, form and layered approach. Whilst the proposal would represent a change in scale, the thoughtful and contextually sensitive massing strategies employed are considered to successfully mitigate the impacts of an increase in scale on the site, which would not undermine the special qualities of the street.

*Elevational design*

- 10.27 The elevational design and material palette, as detailed in the Design and Access Statement, have been subject to robust and contextual analysis. Slight differences in the architectural detailing are proposed on the differing volumes of the development to reinforce the connections to the surrounding context while maintaining a cohesive architectural appearance to the proposed development overall. A higher solid (brick) to void (window) ratio is proposed on the 'house like' front arrival building aiding the creation of a more domestic character, with the window spacing on the taller forms positioned closer together providing a different more recessive compositional backdrop. The change in character in the front building is reinforced by a carefully placed shadow gap on the northern elevation between the taller forms behind. The disruption on window proportion at the upper floor northwest corner on the frontage building, which helps to signify the building entrance below. The facades are unified by the common material palette, details, features and vertical emphasis creating textured and rich elevations. The frontage building has been designed to adopt detailing present in the Victorian villas adjacent, without creating a pastiche, by incorporating a frieze detailing and a textured cladding at second floor to create a roof like form. The additional detailing on the frontage building allows the massing behind to have a more recessive role and clearly marks the building entrance, ensuring the building sits comfortably within the streetscape and relates to the richness of the finer grained context.
- 10.28 The material palette includes buff brick and textured light chalk cladding at the upper floor on the frontage building. These materials have been subject to rigorous testing in terms of their visual impact and embodied carbon impact. Conditions will secure further details and a sample panel of the materials proposed to ensure the design quality is maintained.

#### *Layout and landscaping*

- 10.29 The site is relatively small and quite constrained with residential dwellings at Kaleidoscope and on Clarendon Road within close proximity, protected mature trees fronting Clarendon Road which have a high amenity value, and the access arrangements required for operation. As detailed above, the differing options for layouts were rigorously tested and it was concluded that retaining the frame and extending the building was the optimal and most successful option for the site; this option was also tested at Design Review Panel who agreed that this was the best option for the site given the site constraints and the benefit it brings.
- 10.30 The layout of the site has been largely dictated by the retention of the existing structural frame and the buildability of the proposal given the constrained nature of the site. For example, the relocation of the vehicular ramp had to occur to facilitate maintenance access to the rear of the site as this could not be accommodated in its current position due to height restrictions of the existing frame. The relocation of the vehicular access to the south makes way for the extension to the north of the building, a dedicated cycle access and additional landscaping to the north-western

corner. This repairs and improves the public realm by not having two accesses directly adjacent to each other, allowing prioritisation of pedestrians and cyclists and allowing sufficient space to create a well-landscaped setting, responding to character of Clarendon Road. The proposal also creates a much-improved frontage along the northern edge in case a new link to Hills Road comes forward.

- 10.31 By relocating the vehicular access, the development includes the removal of 5 trees. The trees within the south-western frontage of the site collectively have a significant amenity value and a clear contribution to the character and appearance of the conservation area. However, officers consider that the removal of these trees is justified and a necessity given the options for the site previously explored. Furthermore, through the mitigations proposed such as replanting elsewhere on site and ensuring adequate canopy cover is maintained in the south-western corner, officers consider the impact arising through the loss of the trees is offset. This will be expanded upon further in the Trees section of this report. To the rear, the proposal overall creates a much greener and calmer condition, with climbers, green roofs, tree planting and landscaped terraced all helping to improve the microclimate. Officers consider that the proposal would enhance the landscaping throughout the site and this is shown in the proposal achieving 30% increase in canopy cover over 30 years.

#### *Townscape impact*

- 10.32 A Townscape and Visual Impact Assessment has been submitted in support of the application. The key views are considered to be view 5 from Brooklands Avenue- Clarendon Road corner, view 2 and 3 from Clarendon Road, view 9 from the corner of Fitzwilliam Road – Clarendon Road and view 7 from Hills Road.
- 10.33 From the Brooklands Avenue – Clarendon Road corner (view 5), the stepped approach to the massing and the articulated roof form successfully breaks down the form into smaller more separate volumes. Despite the stepped approach, and scale mirroring the Lockton House development, officers consider that these two developments, given the subtle design differences, the landscaping proposed and the gap between the sites, would not coalesce but rather would complement each other. Given the separation distances between the proposal and Brooklands Avenue properties, the perceived heights of the proposal individually and teamed with the Lockton House development do not challenge the overall ridge heights of the Brookland Avenue properties. The mature trees in the foreground remain a prominent feature in this view, maintaining their role in contributing to the character of the street.
- 10.34 As you move closer to the development along Clarendon Road to views 2 and 3, the gap between the Lockton and proposed development is more prominent and in this view it is clear that the tallest massing is partially obscured by the frontage building resulting in it not appearing dominant at street level. The frontage building, while relating more to the Victorian

villas on the opposite side of Clarendon Road compared with the existing building, also in this view also allows for a more gradual step in scale to the Kaleidoscope development, successfully knitting into the surrounding context.

- 10.35 On the corner of Clarendon and Fitzwilliam Road, the development sits well below the height of the Kaleidoscope development, as it is set back from the road frontage. While taller than those dwellings on the opposite side of Clarendon Road, from this view, the proposal would sit comfortably within its context, with the top of the fourth floor windows being comparable to the pitch of 21 Clarendon Road. In this view, the impact of the loss of the 4 smaller protected trees is most felt. However, their loss does not undermine the green character of Clarendon Road as the 3 retained mature trees will continue to have a significant positive impact on the street scene.
- 10.36 On Hills Road, the proposal would have a more warehouse character and would sit well below the eaves of the commercial buildings fronting Hills Road, as the land here slopes downwards to the site. The chimney detail here would add an attractive feature and interest to this elevation. Trees that fall outside the site partially screen the north-eastern corner, enhancing its setting in this view.
- 10.37 Officers consider that the proposed development has been thoughtfully and contextually designed to be sensitive and responsive to its surrounding context while successfully mitigating the impacts of an increase in scale on site in a way which would not undermine the special character of the street. Therefore complying with criterion a, c and e of policy 60. Criterion b will be addressed in the heritage section of this report and d in the amenity section.
- 10.38 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 58, 59 and 60 and the NPPF.

### **10.39 Trees**

- 10.40 Policies 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 10.41 The application is accompanied by an Arboricultural Impact Assessment, Tree Protection Plan and Tree Survey which details that the proposed development would lead to the loss of three category B and one category C trees to the south-western street frontage. These trees are protected in their own right and by virtue of being located in the conservation area. The proposal also includes the removal of one category U tree to the south-



east of the existing building. The proposed development seeks to retain the existing frame and substructure meaning that the proposal would utilise the existing foundations.

- 10.42 The Council's Tree Officer has not objected to the application but does state that the four trees to the south-western street frontage contribute significantly to the character of the conservation area and as limited space has been provided to the frontage for equal replacement, the proposal would result in a loss of verdant amenity.
- 10.43 Planning officers consider that the loss of the four trees will consequently impact upon the street scene. However, there are several reasons for the removal of the trees to justify their removal and officers consider that the impact resulting from their loss can be mitigated.
- 10.44 The trees proposed to be removed are three semi-mature lime trees (category B) and one semi-mature ash tree which is of low quality and poor future potential (category C). These trees are within close proximity to each other creating a grouping adjacent to the mature category B silver walnut (T007). The existing building places a degree of pressure on the trees and this alongside the proximity of the trees together, limits the growth of the trees.
- 10.45 The trees are proposed to be removed to relocate the vehicular access to the site to the south, to repair the street scene to the north and allow construction access to the south. As the proposal retains the frame and substructure, construction access cannot be to the north due to the restricted height of the under-croft. When considering the options for the site (see background section of this report), partial demolition of the north-eastern section of the building was considered to avoid the removal of the trees to the south, alongside an option to demolish the whole of the existing building and build again. When considering a wide variety of indicators, it was considered that despite the loss of the four trees, the benefits arising from this option which includes (but are not limited to) the embodied carbon benefits and improvements to the northern section of the street scene outweighed the harm arising from the removal of the trees to the south. This was subject to additional and replacement planting of semi-mature trees being provided throughout the site.
- 10.46 To mitigate the loss of these four trees, the proposal seeks to plant 8 new semi-mature trees around the site in positions which would allow for the trees to meet their future potential. There are 3 proposed within the frontage, two in the northern corner and one adjacent to the relocated access. This will continue the tree lined frontage further north, providing trees which would add amenity here, and in the south, a suitable sized tree would support the visual impact of the existing mature silver walnut without competing for space. Officers consider that this frontage planting and the further planting throughout the site (four trees to the east) would partially mitigate against the loss of the four semi-mature trees in the short-term and enhance the character of the townscape to the north. In the

long-term officers are satisfied that the character of the southern portion of the site will be maintained and the loss is justified given it is necessary to retain the frame and reduce the embodied carbon of the development. The sustainability benefits of the scheme clearly outweigh the harm arising from the loss of the trees. Furthermore, the proposal delivers a canopy cover increase of 30% within 30 years across the site to spread the semi-mature landscaping throughout the site, not just focusing on the frontage. This would result in an urban greening factor of 0.4069, and while this is not a policy requirement, this would significantly exceed the London standard of 0.3 for commercial developments. A condition is considered reasonable and necessary to secure the replacement trees as semi-mature trees to ensure they have a reasonable amenity value when planted.

10.47 There have been third party concerns raised regarding the cumulative impact of the loss of trees within the site, those removed as part of the Lockton House development and 1 Fitzwilliam Road. Officers note that in each case trees have been proposed to be removed, however, every application is assessed on its merits and those trees removed as part of the consented sites have now been removed and the cumulative impact on the street scene has been taken into consideration.

10.48 The Tree Officer has raised concerns regarding the extent of pruning of the mature silver walnut (T007). Officers are satisfied that the extent of pruning can be reduced to allow more space for the tree to flourish and this can be secured via condition. The Tree Officer recommends several tree protection conditions to ensure the remaining trees on site and surrounding the site are protected during construction. These conditions are considered reasonable and necessary to ensure no further harm arises from the loss of the trees.

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

### **10.50 Heritage Assets**

10.51 The application site partially falls within the Brooklands Avenue Conservation Area. The single storey projecting office entrance and trees fronting Clarendon Road are within the conservation area boundary, but the main office block is not. Nonetheless, the building is highly prominent within the setting of the conservation area.

10.52 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

- 10.53 Para. 205 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significance of a heritage asset should require clear and convincing justification.
- 10.54 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. Policy 60 ensures that the character and appearance of Cambridge as a city of spires and towers emerging above the established tree line, remains dominant from relevant viewpoints.
- 10.55 This part of the Brooklands Avenue conservation area is characterised by medium and large Victorian and Edwardian detached or semi-detached houses set back from the street set within generous plots. Clarendon Road is considered by the Conservation Area Appraisal to be a principal street within the conservation area and details the roads character as a tree lined, with grass verges, and well detailed houses. While the domestic buildings on the western side of Clarendon Road are identified as important to the character, Clarendon House is identified as having a negative impact on the conservation area as it conflicts in terms of materials, scale and form with the Clarendon Road dwellings opposite. Views north and south along Clarendon Road are identified in the appraisal as being important.
- 10.56 The Conservation Officer supports the proposal and advises that the proposed development would be an enhancement to the setting of the conservation area subject to high-quality and contextually appropriate materials being secured via condition. Planning Officers are of the view that the proposal would enhance the character and appearance of the conservation area (including its setting) and that the condition recommended is reasonable and necessary to impose.
- 10.57 The proposal would include the removal of the single storey glazed extension which is considered to have a negative impact on the conservation area as it blocks views to the mature trees down Clarendon Road to the south that are important to the character of the street.
- 10.58 The Conservation Officer identifies that the existing building is already considerably larger than the houses opposite and there is an established contrast in scale between the two sides of Clarendon Road. The proposed development would have a lower three storey frontage section, which, while taller than the houses opposite, is the existing scale and the proposed scale is dictated by the retained structural frame beneath. Despite its relatively large scale along Clarendon Road, the frontage

section would have a clearly articulated base, middle and roof elements that echo the finer grain of the adjacent domestic architecture and draws architectural detailing present in the domestic properties opposite, adding richness. The taller sections of the proposed development have a simpler design to appear more recessive compared to the frontage building.

- 10.59 As the Conservation Officer details, in local views from within or near the conservation area, the increased scale of the building would result in greater visual prominence than the existing arrangement. However, the proposed articulation of facades and roofs, with the breaking down of the overall massing, would successfully mitigate the scale of the building. In these views, the building is considered to sit comfortably between the neighbouring blocks with no adverse impacts on the adjacent conservation area.
- 10.60 An important characteristic of the conservation area is the green frontages along Clarendon Road. The proposal extends this further north and removes the wide access which is a negative feature in the conservation area. Despite the loss of existing trees, the proposal incorporates replacement and additional trees to the frontage that would relate positively to the sylvan character of the Clarendon Road and the wider conservation area.
- 10.61 Officers therefore consider that the proposal would redevelop an existing negative building in the conservation area which draws little inspiration from its surrounding context and replace it with a well-articulated building which gives the appearance of a finer grain while enhancing the landscaped setting to the north of the building and retaining the tree lined character to the south.
- 10.62 The proposed development would not be overly visible in long range views or interrupt the Cambridge skyline, given the height of surrounding buildings and the scale and massing proposed. Therefore, the development would ensure the character and appearance of the Cambridge skyline is retained.
- 10.63 Overall, it is considered that the proposal, by virtue of its scale, massing and design, would enhance the character and appearance of the conservation area. The proposal would not give rise to any overriding harmful impact on the identified heritage assets that could not be appropriately mitigated or result in a level of harm sufficient to outweigh public benefits arising from the proposal, as set out in the planning balance section of this report. As such, the proposal is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60,61 and 62.

### **Inclusive Access**

- 10.64 Policy 56 states that development that is designed to be accessible and inclusive will be supported and proposals meet the principles of inclusive design.
- 10.65 The existing building has a single storey glazed entrance which houses a staircase and a separate platform lift that account for the 1.2m ground difference between the main building and the pavement. Two lifts are also within the central core to provide access to the remaining parts of the building. This access is not inclusive or easy to use.
- 10.66 The proposed development provides level access for all users by removing the single storey extension and dropping the ground floor slab for the entrance and therefore removing the need for the existing platform lift and steps. This creates a more inclusive, accessible and open entrance to the building. The entrance then opens up to a lobby area with 3 passenger lifts that stop at all levels to ensure inclusive access to the whole building.
- 10.67 The reception desk will be clearly visible on entering the building and at a suitable height to accommodate seated wheelchair users. It will be installed with an induction loop speaker for users with impaired hearing. Corridor widths are generally 1500mm minimum with 1800mm by 1800mm passing places where required. A 1500x1500mm minimum manoeuvre space outside lift doors will be provided. A wheelchair accessible toilet is provided at ground floor, which will be accessible to visitors and office staff from the lobby. Wheelchair refuge spaces are located at regular places throughout the building.
- 10.68 At pre-application stage, the development was taken to the Council's Disability Panel in September 2023, and it was well received. The application has been subject to consultation with the Access Officer who recommends that the design includes:
- An accessible toilet is on each floor and at least one of the superloos which include an outward opening door and grab rail
  - Asymmetrical double doors
- 10.69 The wheelchair accessible toilet on the ground floor will be fitted out as per the Access Officers comments and it is recommended that the doors are asymmetric. This can be advised by informative.
- 10.70 The proposal is considered to be inclusive and accessible and is compliant with the Local Plan policy 56 and the NPPF.

### **10.71 Carbon Reduction and Sustainable Design**

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

- 10.73 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 for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 10.74 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.
- 10.75 The application is supported by a Sustainability Statement, Embodied Carbon Assessment and Urban Greening Factor Calculator.
- 10.76 The proposed development retains the structural frame and substructure to reduce embodied carbon while incorporating passive design measures, renewable energy generation (PV panels and air source heat pumps), grey water recycling and rainwater harvesting to reduce energy and water demands and utilise renewable energy sources. The scheme targets BREEAM excellent, with a current score of 73.2%, meeting the requirements of policy 28.
- 10.77 An all electric approach is proposed with PV panels and air source heat pumps providing heating and cooling which would result in regulated emissions savings of 54.35% beyond Part L compliant baseline and achieving 7 credits under the BREEAM Ene0, exceeding the policy requirements.
- 10.78 In terms of water efficiency, efficient sanitary ware, water management systems and rainwater harvesting are proposed which would result in the development achieving the required 5 Wat01 credits.
- 10.79 The development goes beyond the policy requirements for sustainable design and construction to increase tree canopy cover by 30% expected over a 30 year period and achieves an urban greening factor score of 0.4069 which exceeds the London the recommendation for commercial development of 0.3.
- 10.80 The application has been subject to formal consultation with the Council's Sustainability Officer who fully supports and welcomes the development and recommends conditions requiring submission of BREEAM design stage and post construction certificates, a water calculator and to secure rainwater harvesting as part of the development. These conditions are considered reasonable and necessary given the public benefit attached to the measures proposed.
- 10.81 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Local Plan

policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **10.82 Biodiversity**

- 10.83 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.
- 10.84 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by the following documents:
- Preliminary Ecological Appraisal (PEA) and Preliminary Bat Roost Assessment (PRA)
  - Nocturnal Bat Survey
  - External Lighting Report
  - Tree Survey, Arboricultural Impact Assessment
  - Biodiversity Gain Plan and Urban Greening Factor Review
  - Landscape and Ecology Management Plan
  - Statutory Biodiversity Metric
- 10.85 The documentation states that various species have been recorded locally (toads, breeding birds, bats, badgers, hedgehogs etc), but no protected species licence is required prior to works commencing on site as non-licensable avoidance measures are recommended to remove any residual risk of harm or disturbance to protected and priority species. No bat roosts have been identified in the nocturnal bat survey and there are no anticipated impacts on bats as a result of the works. The Ecology Officer has reviewed this documentation, agrees with the analysis and considers that no further information is required to ensure protected and priority species are protected as a result of the development.
- The Biodiversity Gain Plan and Statutory Biodiversity Metric confirms that the development would deliver a 45.12% gain in biodiversity on site. The Ecology Officer has reviewed the baseline and proposed data and agrees that this figure is achievable. This is significant exceedance beyond the statutory 10% gain requirement.
- 10.86 The Council's Ecology Officer raises no objection to the proposal and recommends several conditions to secure works to be carried out in accordance with the PEA and PRA, a scheme of ecological enhancement and a lighting scheme. These are considered reasonable and necessary to impose to ensure the protection of species. Officers consider that as the development proposes to significantly exceeds the requirements of the

statutory condition for BNG which provides a notable public benefit, a further condition should secure the exceedance of this requirement.

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

#### **10.88 Water Management and Flood Risk**

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

10.90 The site is in Flood Zone 1 and is therefore considered at lowest risk of flooding. Areas of the site are at risk of surface water flooding, with the majority of the site at 1 in 1000 risk, the area east of the existing building (car park) is 1 in 100 and the north-eastern corner of the site at 1 in 30 risk.

10.91 The applicants have submitted a Drainage Strategy in support of the application.

10.92 The existing site is predominantly impermeable, given the footprint of the existing building and the extent of the access and car parking in the undercroft. The existing surface water is positively drained and pumped to the public sewers on Clarendon Road. The proposal extends the existing building and utilising the same method for disposing surface water but the drainage network will be modified to suit the new internal arrangement and the current pumped flow rates from the site will be maintained. The surface water will be managed using geo-cellular crates into a pumped system to pump surface water into the public sewer system. The proposal also goes beyond the requirements to harvest rainwater on site.

10.93 Foul water will be pumped from the site to the public sewer as existing. Anglian Water have no objections to this. However, they note that the sewer treatment works are functioning at capacity but Anglian Water are obligated to accept the foul flows from development and would therefore take the necessary steps to ensure that there is sufficient treatment capacity for the development. Officers consider that the foul water has been adequately addressed at this stage and further details, including Anglian Water consent, can be secured via condition.

10.94 The Local Lead Flood Authority (LLFA) has advised that these drainage arrangements are considered acceptable subject to two conditions requiring detailed information on the surface water drainage proposed. These conditions are considered reasonable and necessary to impose to ensure that surface water is adequately managed on site. In consideration



of the advice from the LLFA, officers consider that the proposal would provide appropriate surface water drainage and prevent the increased risk of flooding. Anglian Water also consider that the development has ensured that surface water can be managed effectively to prevent flooding.

- 10.95 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.

#### **10.96 Highway Safety and Transport Impacts**

- 10.97 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 10.98 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.99 The application is supported by a Transport Assessment and Travel Management Plan.
- 10.100 Access to the site would be relocated to the south-western corner of the site, due to the extension to the north, retention of the frame and the access required to construct the development. The ramped access is considered wide enough to accommodate a vehicle turning into the site and waiting while a vehicle comes up the ramp and exits the site onto Clarendon Road. Vehicle tracking has been provided internally for the car park and this demonstrates that the cars can manoeuvre to gain access to the spaces.
- 10.101 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 requiring submission of a traffic management and travel plan and a restriction on construction vehicles, as well as S106 mitigation. The mitigation proposed is a contribution of £119,490 to the Greater Cambridge Partnership Hills Road corridor improvement scheme given the proposed development will increase the number of cyclists using the Hills Road corridor to get to the site. These conditions and mitigations are considered reasonable and necessary to impose. Officers consider that with these conditions, the development would not adversely impact upon the safe functioning of the highway or, with the recommended mitigations, result in an unacceptable transport impact. The mitigations would build enhance facilities for cyclists and further promote sustainable access to the development.

- 10.102 Third party comments have raised concerns regarding the relocation of the vehicular access as it would be opposite the new access for the 3 houses currently under construction at 1 Fitzwilliam Road. This also sits adjacent to some on-street car parking spaces on Clarendon Road. The Transport Assessment includes a swept path analysis diagram which shows that a vehicle can turn into the site without intruding on the designated on-street car parking spaces on Clarendon Road. The Highway Authority have reviewed this and find this acceptable alongside the visibility splays for the relocated ramp. The access to the Fitzwilliam Road scheme has been considered within the Transport Assessment and by the Highway Authority who have no objections. Officers therefore consider that the proposal adequately considers its surrounds in respect of transport and minimizes so far as possible conflict between vehicles. It is also important to note that the current ramped access is also opposite on street car parking spaces and therefore was considered acceptable previously.
- 10.103 There have been concerns regarding the location of the delivery bay resulting in conflict between delivery vehicles, pedestrians, cyclists and drivers using Clarendon Road and accessing the site. The design of the delivery bay has been subject to rigorous discussions with the County Highway Authority who have no objections to the layout or design of the delivery bay. The delivery bay will be used intermittently, and a different pavement will be used to demarcate the space. Adequate separation is provided between the delivery space and the access to the building and cycle path to avoid conflict. Also, vehicles using this bay will be smaller delivery vehicles, not HGVs and are likely to be slow moving limiting any potential conflict.
- 10.104 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

#### **10.105 Cycle and Car Parking Provision**

##### 10.106 Cycle Parking

- 10.107 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for 1 cycle space per 30sqm Gross Floor Area or 2 spaces for every 5 members of staff whichever is greater. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 10.108 238 cycle parking spaces are proposed, with 222 located at lower ground floor via a segregated gentle slope of no less than 2m wide to the north of the building which curves around below the building to the south (gradient no greater than 1:20). The remaining 16 cycle parking spaces are at street level. The overall provision exceeds the requirements of the additional

floor space provided on site and officers consider that, while at basement level, the gentle ramp access designated just for cyclists would be convenient and easy for users. This poses an improvement on the existing cycle access to the site via the vehicular access as it significantly lessens the potential for conflict.

10.109 The breakdown of cycle parking spaces is below. This shows that the development provides 151 spaces which are accessible to those who find the top tier of the two tier stands difficult to use. This ratio of accessible spaces is considered acceptable.

<i>Cycle stand type</i>	<i>Spaces</i>	<i>Accessible</i>
<i>Two-tier</i>	174	87
<i>Sheffield</i>	36 (undercroft)	36(undercroft)
	12 (ground level)	12 (ground level)
<i>Non-standard</i>	12 (undercroft)	12(undercroft)
	4 (ground level)	4 (ground level)
<b>Total</b>	<b>238</b>	<b>151</b>

10.110 The proposed provision would match the anticipated modal % share of trips to and from the site. A clause in the S106 and travel plan secured via condition will require the development to adjust the level of cycle parking to demand. If demand rises, additional cycle parking will need to be provided.

10.111 Showering and locker facilities are proposed at basement level close to the cycle spaces at basement level; this comprises 7 unisex showers, individual changing areas and 1 wheelchair accessible combined WC/ shower. This provision will encourage the modal share of cycles proposed and actively promotes active travel.

10.112 Car parking

10.113 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. The site falls within the controlled parking zone, policy 82 states that the maximum standard is no more than 1 space per 100m<sup>2</sup> gross floor area plus disabled car parking inside the controlled parking zone. 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. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

10.114 The existing car parking provision on site is 53 spaces, accessed via the north under the existing building at undercroft level. The proposal relocates the access to the south and provides 20 parking spaces, 2 of

which will be blue badge spaces. The proposal falls significantly below the maximum standard and therefore is policy compliant.

- 10.115 It is important to note that third parties have raised concerns regarding the lack of car parking and its consequent impact arising from on street car parking and others stated that the proposal overprovides car parking on site. Parking provision is always about balance and context. The street has on street parking controls and the site is well connected via pedestrian and cycle infrastructure and bus and rail networks, so officers are not concerned that the proposal would place additional parking demands on the street. Officers did push the applicant team to reduce the car parking further, however, officers understand that there is still a remaining demand for some car parking on site based on the transport data provided. A parking survey was not considered necessary as officers have visited the site on multiple occasions at different times and do not consider that the street experiences acute parking stress. Furthermore, the car parking provided on site is policy compliant and officers did not have concerns that the development was under providing car parking as detailed above.
- 10.116 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 1 per 1,000m<sup>2</sup> of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future.
- 10.117 7 of the 20 car parking spaces are proposed to be fast EV charging points. It is unclear whether the remaining spaces would be slow charge points or passive provision. Nonetheless, officers consider an EV charging point scheme can be secured with via condition, as recommended by Environmental Health Officer. This condition is considered reasonable and necessary. Fire risk has been considered throughout the design process and the applicant has considered several measures to mitigate the risk over and above the requirements in Building Regulations. These include measures such as local isolation of power supplies, enhanced local fire detection and fire protection to building fabric and spaces and intelligent space planning to reduce risk of consequential combustion.
- 10.118 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

#### **10.119 Amenity**

- 10.120 Policy 35 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.
- 10.121 The site is located adjacent to residential dwellings. Kaleidoscope flats are located directly to the east and south and the detached properties on

Clarendon Road are sited to the west and north-west of the site. A Daylight and Sunlight Assessment has been submitted in support of the application. The assessment of the impact on the amenity of these properties will be taken in turn.

- 10.122 There are two blocks of flats within the Kaleidoscope development which site adjacent to the site: the Emerald Building to the east and the Orchid Building to the south-east and south. Both these blocks of flats have different internal arrangements and external designs. The existing relationship between these buildings also differs given the existing building, its proximity to these neighbours and the orientation. Nonetheless, this relationship is considered to be within a high-density context.
- 10.123 Emerald Building
- 10.124 The Emerald Building (33-58 Glenalmond Avenue) is four storeys and has an upside-down 'r' shape footprint with the wing projecting east away from the site. Access to the flats is via external staircases and the covered external walkways are on the western elevation facing the rear of the proposed development. The external walk-ways, large Perspex panels and metal cross braces mean that the entrance doors and windows on this elevation are set in and behind these features and therefore, outlooks/ light levels from the windows on this elevation are partially obscured/ restricted. On this block, alongside the entrance door are a window for each flat which serve the open plan kitchen living dining rooms (LKD) of these flats. These LKDs are served by a west facing window and an east facing double door which open out onto an area of outside space (either a balcony or ground floor area). These double doors and private amenity areas are on the eastern elevation, the other side of the building, and do not face the Clarendon House site. The LKD is the only living area in these typically one-two bedroom flats and are approximately 7m in depth.
- 10.125 Clarendon House has a T shaped footprint with the north-eastern wing (width of approx. 13.8m) projecting towards the northern section of the Emerald Building. Due to the layout of Clarendon House and the Emerald Building, this northern section of Clarendon House is between 10.5m and 13.3m away. The main body of Clarendon House is located between approximately 30.5m and 23.8m.
- 10.126 The proposed development would result in the separation distances between Clarendon House and these residential flats reducing and the scale of Clarendon House increasing from three storey (plus basement and roof) to a stepped three- four storey form to the south-east and five storey form to the north-east.
- 10.127 In terms of daylight and sunlight, a Daylight Sunlight Assessment has been submitted in support of the application which assesses the daylight and sunlight impact arising from the proposed development using BRE guidance.

10.128 Paragraph 2.2.13 of the BRE guidance states that when there are existing windows, which have balconies above them, typically receive less daylight as the balcony cuts out light from the top part of the sky and so to assess the impact of a development on this habitable window, calculations for both the existing and proposed situations with and without the balcony will show the impact of the balcony on the space and the impact of the development. Officers consider that the external walk-ways have the same impact on daylight and sunlight as external balconies and therefore have requested data on the existing and proposed impacts with and without the external walk-ways.

10.129 Daylight is measured by vertical sky component (VSC) and the no sky-line (NSL) indicator. VSC is a measure of the direct skylight reaching a point from an overcast sky. It is the ratio of the illuminance at a point on a given vertical plane to the illuminance at a point on a horizontal plane due to an unobstructed sky. Whereas NSL is a measure of the distribution of Daylight within a room. It maps out the region within a room, at the height of the working plane, where light can penetrate directly from the sky, and therefore accounts for the size of and number of windows by simple geometry. The BRE Guidelines state that if the absolute retained value of VSC at the centre of a window is less than 27 VSC, and it is also less than 0.8 times its former value (i.e. the proportional reduction is greater than 20%), then the reduction in skylight will be noticeable, and the existing dwelling may be adversely affected. For NSL, the BRE advise that if the working plane within a room that can receive direct skylight is reduced to less than 0.8 times its former value (i.e. the proportional reduction in area should not be greater than 20%), then the effect will be noticeable to the occupants and more of the room will appear poorly lit.

10.130 In terms of the daylight impact to the Emerald Building flats, there are 22 LKDs assessed and all LKDs comfortably meet the VSC BRE standard, when accounting for the external walkways. While some windows would individually fall below the VSC BRE standard, as all the LKDs when assessed on a room basis comfortably meet the VSC standard, officers consider that there would not be a noticeable reduction in direct light reaching the rooms as a whole.

*Table 1: Rooms which exceed NSL BRE guidance without the external walkways in Emerald Building*

Floor	Room	Area	Lit area (existing)	Lit area (proposed)	% change
Ground	R3	23.21	17.77	13.41	25%
	R4	23.53	19.64	14.54	26%

	R5	24.91	22.06	15.66	29%
First	R2	23.59	20.52	16.26	21%

- 10.131 For NSL, out of 22 LKDs only 4 exceed the minimum change of 20% NSL when accounting for the external walk-ways. These changes range from 21% to 29%, so are 1-9% more than the BRE guidance recommends. Two rooms R3 on the ground floor and R2 on the first floor would marginally exceed the standards and officers therefore consider that these rooms would not experience a noticeable reduction in daylight. R4 and R6 on the ground floor would experience a 26 and 29% reduction in the distribution of daylight within the room. This would mean a smaller area of the rooms would receive direct skylight. Paragraph 2.2.12 of the BRE guidance states that the guidelines need to be applied sensibly and flexibly. These LKDs affected are deeper than 5m served by a small secondary window facing the site which would be affected by the development and the primary double doors facing away from the site that would be unaffected. The affected windows are small, set behind the external walkways and glazed panels, which all affect daylight reaching the room. These flats were designed with these features and the amenity for future occupiers was considered acceptable when it was approved. Notwithstanding this, officers consider that in this instance flexibility should be applied here. The development has been reduced in scale opposite the Emerald Building to reduce its impact so far as possible. Therefore, officers consider that, on balance, the daylight impact would not be significantly harmful to R4 and R5 on the ground floor. This is because the LKDs affected would retain good daylight levels in terms of VSC, the design features somewhat restrict the amount of daylight reaching these affected windows (external walkways, glazed panels) and the building is sited close to the boundary.
- 10.132 Sunlight is measured by the annual probable sunlight hours (APSH) which is a measure of the Sunlight availability to a window. The BRE Guidelines suggest that the absolute APSH received at a given window in the Proposed Situation should ideally be at least 25% (i.e. 25 APSH) of the total available annually, including at least 5% (i.e. 5 APSH) in winter. The BRE Guidelines advise that where these absolute thresholds are achieved the room should still receive enough Sunlight.
- 10.133 In terms of sunlight, all rooms and windows meet the APSHs meaning that the development would result in an adverse sunlight impact and these adjacent habitable rooms would maintain a good level of sunlight.
- 10.134 There is a communal amenity area between the Emerald Building and the site boundary, while it is limited in depth, it may provide a function for occupiers of the flats given the level of private amenity space provided for the flats. An overshadowing assessment has been undertaken in accordance with BRE guidance and it states that at least 2 hours of sunlight will still be maintained to over 65% of the area on 21st March both

in the existing and proposed circumstances. This means the development adheres to the BRE recommendations in both absolute terms (i.e. it retains 2-hour Sunlight availability to over 50% of its area) and relative terms (i.e. the relative change is below 20%). Officers therefore consider that the communal amenity space would maintain good levels of direct sunlight and the development would not adversely impact the amenity of this communal space.

#### 10.135 Outlook

10.136 As stated above, the windows affected by the development in the Emerald Building are secondary windows serving an open plan LKD with the primary outlook to the east. These windows are also set behind an external walkway. While it is acknowledged that the outlook for the flats within the Emerald Building would experience a change in outlook as the building would be extended closer, officers consider that the outlook from these windows is somewhat restricted, due to the external walkways, steel cross braces and glazed panels. Furthermore, the outlook into the Clarendon House site is predominantly of hardstanding, car parking and 3 storey built form which has a horizontal emphasis that emphasizes its length. The proposed development, while bringing the built form closer, would introduce a stepped form, breaking the massing up reducing its dominance, introduce greenery, and maintain a reasonable separation distances between the proposed extension and the Emerald Building. It is for these reasons, noting especially that the main outlooks face east unaffected by the development, that officers consider that the proposal would not result in a significant overbearing impact to these flats.

#### 10.137 Overlooking

10.138 The existing development overlooks the external walkways and communal garden area at the Emerald Building and the Emerald Building overlooks the rear elevation of Clarendon House. The proposed development would not change this mutual overlooking relationship. Notwithstanding this, due to the external walkways, metal cross beams and glazed panels alongside the separation distance and the small size of the LKD affected, officers consider that it would not be possible to see into the small windows serving the LKDs. While there may be an increase in the perception of being overlooked in the communal space, the balconies have been designed with planters at the perimeters to prevent direct views into the communal space. This is a design feature which has been utilised on approved schemes across the city in high density contexts to prevent overlooking and officers consider it an acceptable approach. This is secured by condition #.

#### Orchid Building

10.139 The Orchid Building (1-32 Glenalmond Avenue) is south of Clarendon House and is sited comparatively closer to Clarendon Road than the existing Clarendon House building. The Orchid building comprises a wing



to the west which projects towards Clarendon House and then the main length of the building which projects to the east with an eastern wing projecting south in an almost sideways Z shape. To the main building, there are external walkways providing access to the upper flats which again have secondary windows to the LKDs facing the development. The flats within the western wing have windows on the north, east and west elevations serving their LKDs. All private amenity spaces are located the opposite side of the building to Clarendon House, aside from the patio serving the ground floor flat (no. 1) which is one of two patios serving this flat (one is located onto Clarendon Road).

#### 10.140 Daylight and sunlight

10.141 In terms of the daylight impact, all LKDs within the Orchid Building would meet the VSC and NSL BRE guidance when accounting for the external walkways to the flats which have these features. There are windows which do not meet the VSC BRE guidance, however, the whole room would and therefore would still receive good levels of daylight.

10.142 Regarding sunlight, all rooms and windows would meet the APSH indicator within the BRE guidance. Officers therefore consider that the proposed development would maintain good levels of sunlight to these respective flats.

10.143 Details of overshadowing to the communal green space to the north of the Orchid Building and the external patio of no. 1 Glenalmond Avenue were requested by officers. The evidence submitted shows that the proposed development would not affect the direct light levels reaching these spaces on the spring equinox. BRE guidance states that for a garden to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. The existing communal amenity space and patio fails to meet this standard and the proposed development would not alter the impact to these spaces. Therefore, officers are satisfied that the proposed development would not result in a harmful impact to these spaces to the detriment of residential amenity.

#### 10.144 Outlook

10.145 As with the flats in the Emerald Building, the rooms affected by the development are dual aspect with the primary outlook being away from the development and would be unaffected. Nonetheless, officers consider that adequate separation distances have been maintained and this, alongside the stepped form and green landscaping, prevents against the outlooks from the flats in the Orchid Building feeling enclosed by the development.

#### 10.146 Overlooking

10.147 Given the relative orientation of the Orchid Building and Clarendon House alongside the fenestration existing and proposed, officers are satisfied that a harmful overlooking impact would not arise from the development to the Orchid flats.

#### Clarendon Road dwellings

10.148 15-21 Clarendon Road are located on the western side of Clarendon Road and sit opposite the development site. 5-11 Clarendon Road are located north-west of the site further away from the site but may also be impacted by the development. The closest neighbours to the site are 15 and 17 Clarendon Road which are approximately 21m west of the application site.

10.149 Daylight and sunlight

10.150 In regard to the daylight impact to these properties, all habitable rooms and windows of the Clarendon Road houses opposite the site would meet the VSC guidance. All of these properties apart from 15-17 Clarendon Road will meet the guidance for NSL. For 15-17 Clarendon Road, 11 out of 13 will meet the NSL BRE indicator. The two rooms that would not meet the guidance for NSL are at 15 Clarendon Road, with the relative change being 23%, 3% more than guidance, for the ground floor room and 43% change for the second-floor room, 23% more than the guidance. Officers have not been able to gain access to this property as the resident has not been forthcoming in allowing requested access. However, the neighbour has submitted a formal letter from a Right to Light Surveyor. In this letter it confirms that these affected windows serve a living room on the ground floor and a bedroom at second floor. The layout of these rooms and whether these rooms are served by further windows has not been confirmed. Officers have attempted to gain access to the property but access has not been granted by this neighbour. As such, officers do not know the layout of these rooms to assess the exceedance in NSL in practical terms but have to rely on the data provided which is based on well evidenced assumptions.

10.151 Nonetheless, officers consider that a 3% exceedance in NSL for the ground floor room is acceptable. The BRE guidance states that the guidelines should be applied sensibly and flexibly and continues to state that there is little point in designing tiny gaps in the roof lines of new development in order to safeguard no sky lines in existing buildings. The development has been adjusted so far as practical (balancing all factors) to reduce the impact on surrounding occupiers and it is important to note the BRE guidance suggests sometimes an impact to NSL is unavoidable. Furthermore, this room would meet the VSC BRE guidance and therefore, officers consider sufficient daylight levels would be maintained so as not to significantly harm the amenity of the occupier.

10.152 In terms of the second-floor bedroom, which would be affected by the development, it is served by a small, pitched roof dormer and it appears that there is at least one rooflight also serving this room. The small dormer

restricts the daylight distribution within the room given it projects from the roof plane, creating an almost tunnel effect. Noting this, officers consider that any increase in scale is likely to have a more pronounced effect on this room given its design and orientation to Clarendon House. Nonetheless, officers acknowledge that this room would see a 43% reduction in NSL (23% more than BRE guidance allows) which would be classed as a major adverse infringement (more than 40%). As stated above, this figure is based on assumptions and the affected occupier has not allowed access to their property for officers to understand the actual proportions and layout of the room to then understand the practical impact. Officers note that while it is regrettable that the room would experience an impact to the distribution of daylight in the room, the room itself would still receive good levels of direct skylight (as evidenced by meeting the BRE guidance for VSC). Officers consider that the development has been designed to be sensitive to this residential dwelling in that the increase in scale is significantly set back behind a three-storey form which is almost the same scale as the existing building and the scale has been reduced to lessen the impact on surrounding neighbours. Officers note that while this room may see a noticeable reduction in daylight distribution in some areas of the room, this would mainly be limited to the rear of the room and the corners either side of the dormer window. Furthermore, the room as a whole would still meet BRE guidance in terms of VSC. As such, officers are satisfied that the proposal would not be significantly detrimental to the amenity of this occupier.

- 10.153 In terms of sunlight, all rooms and windows would meet the APSH indicator within the BRE guidance. Officers therefore consider that the proposed development would maintain good levels of sunlight to these dwellings.
- 10.154 Outlook
- 10.155 Regarding the visual change to Clarendon Road properties, the proposed development would retain the three storey frame, remove the single storey front extension and then extend to the north and upwards varying from 3-5 storeys in height. The development would not extend further towards Clarendon Road beyond the existing 3 storey frame, the building line fronting Clarendon Road would stay the same aside from the extension to the north. The parts of the building which would increase in height would be set over 30m away from properties on Clarendon Road. Given this separation distance and the varied form proposed, officers consider the outlooks of Clarendon Road properties would not be adversely affected by the development. These properties would not experience a significant overbearing impact. The proposal is not considered to loom over the rear gardens of Clarendon Road, the proposal would sit in the background given the separation distance.
- 10.156 Overlooking

10.157 Concerns have been raised regarding the overlooking impact to Clarendon Road properties arising from the balcony at fourth floor. The balcony would only be used in office hours given the nature of the use – this will be restricted by condition. Officers consider that from ground level the balcony would not be visible. While it may be visible from first and second floor, officers note that there is an existing overlooking relationship between Clarendon Road properties and Clarendon House. Officers consider that the extent of the increase in glazing is not significant enough to create a harmful level of overlooking between the properties. Furthermore, views directly into habitable rooms of Clarendon Road properties are minimized given the separation distance which is over 30m. Officers note that further concerns have been raised regarding overlooking of the rear gardens of Clarendon Road properties. The separation distance here would be more than 40m and the dwellings on Clarendon Road would obstruct views of the primary outside amenity areas which tend to be the patio areas directly beyond the rear of the property. Officers consider that therefore, views to these spaces would not arise from the development.

10.158 1 Fitzwilliam Road

10.159 Daylight and sunlight

10.160 1 Fitzwilliam Road recently gained approval for three, three storey townhouses and this development is currently under construction. Therefore, the impact on the new units has been assessed. In respect of the daylight and sunlight impact of the proposed development on these dwellings, both the VSC and NSL indicator would comply with BRE guidance. Similarly, the proposal would not adversely affect APSH. Therefore, officers conclude that the proposal would not adversely affect daylight or sunlight to these dwellings.

10.161 Outlook

10.162 In terms of outlook, these properties front Fitzwilliam Road and therefore the rear of the properties face north. The proposed extensions would be visible from the rear elevations of the dwellings, but officers do not consider that their outlook would be adversely affected given the relative orientation and the separation distance (the south-western corner of the development is 35m to the east).

10.163 Overlooking

10.164 Given the orientation of the building in comparison to the new dwellings at 1 Fitzwilliam Road alongside the existing amount of glazing on the frontage of Clarendon Road, officers consider that the proposal would not lead to any additional overlooking to this property.

10.165 Other properties

10.166 The daylight, sunlight, outlook or overlooking impact to properties beyond those that have been discussed above is not considered significant given the significant separation distance and the impacts being shielded by other development.

10.167 Construction and Environmental Impacts

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

10.169 The Council's Environmental Health team have no objections to the proposal subject to the following conditions:

- Implementation of remediation
- Phase 4 verification/ validation report
- Unexpected contamination
- Material management plan
- Phase 2 site investigation
- Demolition, construction environmental management plan
- Plant noise compliance
- Plant noise post completion testing
- Roof terraces – restriction of music
- Roof terraces – restriction of hours of use
- Operational deliveries / collections
- EV charging points
- Site-wide artificial lighting – operational

10.170 These conditions are all considered reasonable and necessary to protect the amenity of surrounding residential occupiers in terms of noise, disturbance, pollution and other environmental impacts.

10.171 Concerns have raised regarding the noise impact resulting from the terraces. Officers consider that the use of these terraces would be limited and can be controlled so that they cannot be used at unsociable hours. With this in mind, officers are satisfied that the impact would not be significantly harmful.

10.172 Concerns have also been raised regarding the noise impact from vehicular movements using the relocated access in the south. The existing car park is open meaning there current is noise through manoeuvring into spaces. The proposal seeks to internalise the car park and relocate the access to the south. 7 of the 20 car parking spaces will be fitted with EV charging

points, to encourage use of electric vehicles which are shown to be quieter and car parking numbers have been reduced from 53 to 14, reducing the number of trips to and from the site. While it is noted that the noise from vehicles may increase to direct neighbours, such as no. 1 Glenalmond Avenue, as a result of relocating the vehicular access, officers consider that this impact would not be significantly harmful. It is important to note that the Environmental Health team have not raised any concerns on this matter and consider that this noise impact is kept to an acceptable standard.

10.173 Taking all factors into account, officers consider that the proposal would not result in a significant harm to surrounding residents' amenity, despite the increase in scale. Therefore, the proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35 and 58.

**10.174 Third Party Representations**

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

<b>Third Party Comment</b>	<b>Officer Response</b>
<b>Design,</b> overdevelopment and impact on character	Discussed in paragraphs 10.14-10.41. Officers do not consider that the proposal would appear overly dominant when viewed within the context of other higher density development such as Lockton House, Kaleidoscope and City House. The frontage building is considered to be a sympathetic design response to knit the proposal in with the lower density development on the opposite side of Clarendon Road, while taking account of the constraints to the scale dictated by retaining the existing frame. The applicant team have reduced the proposed eaves height of the frontage building to minimise further the impact.
Higher than Lockton House	The highest part of the proposed development would be 0.575m taller than the Lockton House development. This is marginal difference and is not significant in terms of the streetscape.
Landscape podium could be greener	The proposal is delivering significant urban greening with an urban greening factor score of 0.4069, replacement and additional planting and a biodiversity net gain of 45.12%. Furthermore, the landscape podium is significantly more green than the existing asphalt car park.
Impact on conservation area	Discussed in paragraphs 10.25-10.65.
Materials	Discussed in paragraph 10.30.

Loss of trees	Discussed in paragraphs 10.42-10.52.
unnecessary 'chimney stack' and saw-tooth roof	These are design features which have been incorporated to add interest to the building and reduce the appearance of massing. Conservation, Urban Design and Planning Officers consider that the proposal has been designed to a high standard which is sympathetic to its context, enhancing the street scene. The design is discussed in more detail in paragraphs 10.14-10.41.
Metal pergola	<p>The metal pergola would not be overly visible from ground level, given its siting and scale, and while would be visible from surrounding houses, as it is set in from the roof edge, officers do not consider it would harm the silhouette of the roofline or appear dominant.</p> <p>The pergola is listed as E5 on plan 200 rev P2 and is a metal pergola 4<sup>th</sup> floor. This is also on plan 22048-07-104 rev P3 'general arrangement fourth floor plan', on 22048-07-105 rev P3 generate arrangement plant deck plan and on 22048-07-110 rev P3 generate arrangement plant roof plan. It is not on the north elevation plan (22048-07-210 rev P2) as it would be shielded by the northern extension. It is on the east elevation (22048-07-220 rev P2). It is not on the southern elevation (22048-07-230 rev P2) as it is shielded by the saw tooth roof.</p>
Cumulative impact of the proposal and Lockton House	The proposed development would project further to the north, reducing the gap between the Lockton House development and Clarendon House. However, officers consider that the gap will still be appreciable. Directly opposite on Clarendon Road, the gap will still be generous allowing separation between the two sites. Looking down Clarendon Road closer to Brooklands Avenue, the gap will be perceptible due to the shadowing of the form and the stepped nature of the building. As discussed in the design section, the Council and applicant team have worked together to achieve a scheme which officers do not consider coalesces with Lockton House.
<b>Amenity</b>	Discussed in paragraph 10.122-10.174. This covers loss of daylight and sunlight, overshadowing, overbearing / impact on outlook, overlooking, noise, disturbance and pollution.
<b>Transport &amp; parking</b>	Discussed in paragraphs 10.94-10.102.

Existing car parking is not full, this is misleading the actual on the ground impact of proposed car parking provision	The current occupiers may not be fully using all of the car parking spaces, however, this does not mean that other occupiers would not fully occupy the car parking spaces. Officers have to consider assess the parking provision taking account of the existing provision, the proposed provision and the standards outlined in policy.
TRICs data used is out of date	The County Transport Assessment Team are satisfied with the data provided and consider that it provides an accurate depiction of the transport impact of the development.
Traffic calming measures and a one-way system around the square would be beneficial.	Neither the County Transport Assessment Team nor the Highway Development Management Team have recommended traffic calming measures. Officers therefore consider that, while residents may want traffic calming measures on Clarendon Road, the development is not dependent on delivering traffic calming measures to be acceptable.
Parking during construction	This level of detail has not been provided yet but will be secured via planning condition within the demolition and construction environmental management and the traffic management plan as recommended by the Environmental Health and Highways Officer.
<b>Sustainability / biodiversity</b>	Discussed in paragraphs 10.68-10.85.
Re-using materials	Discussed in paragraph 10.30.
Environmental benefits of the scheme can be achieved by a retrofit	Officers disagree with this assertion. The applicant team have been through rigorous testing of the options of the site which included taking into consideration matters such as embodied carbon and carbon sequestered through the loss of trees. This has been evidenced in the Design and Access Statement.
Loss of trees loss of habitat	Through the loss of some trees, there will be a loss of habitat. However, replacement planting and landscape improvements are proposed to enhance the site for biodiversity and humans. These landscape improvements are proposed throughout the site rather than just the site frontage. The proposed development would achieve a biodiversity net gain of 45.12% which demonstrates that the site will enhance habitat for local biodiversity.
<b>Miscellaneous</b>	
Fitzwilliam Road were not included in the public consultation	1A and 1B Fitzwilliam Road were consulted on the application. The Council has a legal responsibility to consult all neighbours which share a boundary with the application site and has fulfilled this legal responsibility. Multiple site notices were also put up: one outside the site



carried out by the LPA.	on Clarendon Road; another on Brooklands Avenue Clarendon Road corner; and the third was put up on Hills Road to the south of Loverose Way. Officers are satisfied that adequate and proportionate consultation has taken place.
Inaccuracies in the application documents and plans out of date	Officers have responded directly to third parties regarding the inaccuracies in the plans and are satisfied that the plans and documentation is sufficient for officers and members to assess the proposal.
Fire safety	The applicant team have developed a Fire Strategy to have confidence that the general arrangements of the building, including elevations, can be achieved within the requirements of the Building Regulations. The Fire Strategy will continue to be developed alongside the detailed design of the building post planning.
Development would set a precedent for larger development	Every application is assessed on its own merits. Just because an application is recommended for approval does not necessarily set a precedent for a similar development elsewhere.
Public access to landscape podium	The landscape podium / deck will not be open to the public. There is no requirement to open it to the public and would be difficult to do so given the access to the landscape podium is via the ground floor of the building. There are several public green spaces within walking distance of the development which surrounding residents can benefit from such as those in the Accordia development, Empty Common Community Garden, Coe Fen and Darien Meadow.
Provision has already been made for office space in the local plan. Clarendon House is not allocated in the existing plan or proposed plan	The Cambridge Local Plan protects existing office space and encourages the development and expansion of offices. Just because it is not allocated in the local plan does not mean it cannot come forward for development. The employment targets in the local plan are partially dependent on windfall sites such as this site to deliver growth in the city.
Offices are fit for modern use.	While the existing office space is occupied, evidence demonstrates that even with retrofitting the existing building (and not extending) the building is set to be non-EPC compliant by 2030. It may be functioning now, but the development would increase the longevity of the building for longer than retrofitting the existing building.

#### 10.176 Planning Obligations (S106)

10.177 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.

10.178 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.

10.179 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.

10.180 Heads of Terms

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

<b>Obligation</b>	<b>Contribution / Term</b>	<b>Trigger</b>
Transport	£119,490 to the Greater Cambridge Partnership Hills Road corridor improvement scheme	TBC
S106 monitoring fee	£700	

10.182 Given the scale of the development and its proximity to Hills Road, officers consider that the development would increase the use of Hills Road to get to site, whether that be via foot, bike, scooter or car. Therefore, the recommended contribution is considered reasonable and necessary to offset the additional use resulting from the development.

10.183 A third party has requested that the contributions are made for Clarendon Road improvement works not Hills Road. There is a designated project for improvements to Hills Road which employees of the proposal would utilise and therefore it is considered appropriate for the contributions go towards this project. The contributions ordinarily have to be spent within 5 years otherwise funds would be refunded to the applicant and so allocating it to a current project which is in the pipeline is considered the most appropriate option.

10.184 A S106 monitoring fee is required to cover the costs of monitoring the progress of the S106 contributions.

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

### 10.186 Other Matters

#### 10.187 Bins

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

10.189 A refuse store is located at basement level which has capacity to accommodate up to ten 1,100L bins which officers consider is sufficient for the intended use and uplift in floorspace. The refuse would be transported to the collection point on Clarendon Road via the vehicular ramped access with help from an electric tug. Collections would be carried out twice a week and would either be collected by the City Council or a third party. Officers are satisfied with the proposed refuse arrangements.

#### 10.190 Impact on Cambridge Airport

10.191 Cambridge Airport have no objections to the proposal subject to a condition which requires the applicant to submit a glint and glare assessment for approval by the LPA and Cambridge Airport. Air safety is of paramount importance. Notwithstanding this, this was not a requirement of the neighbouring Lockton House scheme and the PV panels proposed are similar in positioning and quantum. It is also important to note that PV panels can be erected under permitted development provided it meets the criteria outlined in the general permitted development order. Furthermore, design of PV panels has progressed significantly over the years and PV panels are now designed so that they minimise glint and glare through a protective coating and other measures. Therefore, officers consider that it would be unreasonable to require a glint and glare assessment to be submitted via condition. The NPPF states that conditions must meet certain tests, one of which is whether the condition is reasonable. If it fails these tests, then the condition cannot be applied to the consent. However, if members came to a different view on whether this condition meets all the six tests, the condition can be added at planning committee.

### 10.192 Planning Conditions

10.193 Members attention is drawn to following key conditions that form part of the recommendation:

Condition no.	Detail
1	Start date (time)

2	Drawings
3	Traffic Management Plan
4	Weight restriction for construction vehicles
5	Travel plan
6	Surface water drainage strategy
7	Surface water run-off strategy
8	Materials
9	Sample panel
10	BREEAM design stage certificate
11	BREEAM post-construction certificate
12	Water calculations
13A	Rainwater harvesting
13B	Water monitoring
14	Landscape and ecological management plan
15	Hard and soft landscaping
16	Tree pits
17	Green roof (substation)
18	Ecological enhancement
20	PEA and roost compliance
21	Tree protection (AMS and TPP)
22	Tree site meeting
23	Tree implementation
24	Tree replacement planting details
25	5 year replacement
26	Implementation of remediation strategy
27	Submission of Phase 4
28	Unexpected contamination
29	Material management plan
30	Phase 2 and 3 compliance
31	Demolition construction environmental management plan
32	Plant noise compliance
33	Plant noise post completion test
34	Amplified music
35	Terrace hours of use
36	Delivery hours
37	Artificial lighting strategy
38	EV charging

#### **10.194 Planning Balance**

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

10.196 *Summary of harm*

10.197 Short-term harm has been identified as a result of the loss of four trees on the Clarendon Road frontage. This harm is considered short term given the proposal seeks to mitigate the loss of the trees by planting 8 new semi-mature trees throughout the site with 3 proposed within the frontage. In the long term these trees will continue the tree lined verdant frontage further north and repairing the southern corner while ensuring there is sufficient space for existing mature silver walnut to flourish without competing for space with other trees. In turn, the impact to the character and appearance of the area and the conservation area would be reduced to a neutral impact over time as the semi-mature trees mature over the medium to long term.

#### *10.198 Summary of benefits*

10.199 The proposed development has a range of significant public benefits.

10.200 These include:

- making more effective use of existing employment land and previously developed land
- boosting the supply of much needed high quality office space in a highly sustainable location
- delivering a modal shift to more sustainable and active transport modes
- providing high quality cycle parking and end of trip facilities (showers) designed with the users' journey in mind to promote active travel
- reducing car parking and reliance on cars
- better and safer arrival for cyclists segregated from vehicles
- removing the glazed entrance which is seen as a negative feature in the conservation area
- being of high architectural and design quality with the building being carefully articulated to sit comfortably within the street scene
- repairing the conservation area and the street scene in the northern corner of the site
- ensuring that planting is semi-mature on day one to partially mitigate the loss of the 4 trees to the south frontage
- delivering a 30% canopy cover increase within 30 years. This would result in an urban greening factor of 0.4069, and while this is not a policy requirement, this would significantly exceed the London standard of 0.3 for commercial developments.
- Robust highly commendable approach to mitigating climate change by:
  - targeting BREEAM excellent, a current score of 73.2%
  - targeting an energy efficiency EPC A rating
  - achieving operational carbon emissions savings of 54.25% beyond Part L compliant baseline
  - achieving 5 Wat01 BREEAM credits

- utilising rainwater harvesting
  - Low embodied carbon by retaining existing steel frame and substructure estimates the lifecycle embodied carbon at 556 kg/CO2/m2/GIA, which is an improvement on the RIBA 2030 target of 750 kgCO2/m2GIA, and is very close to an A rating for lifecycle embodied carbon.
  - going fossil fuel free (through the use of PV panels and air source heat pumps)
- delivering a 45.12% gain in biodiversity
  - having no significant harmful impact on residential amenity
  - delivering a truly inclusive development where people of all ages and abilities can access freely
  - re-developing the existing frame to provide a building which will be fit for purpose for the next 40 years

10.201 Officers consider that while there is harm arising from the loss of the trees, this harm will be mitigated through additional planting limiting this harm to the short term. In order to provide the significant public benefits listed above, these trees needed to be removed. This was a view also shared by the Design Review Panel. Taking all factors into account, officers therefore consider that the proposed development delivers significant public benefits which outweigh the short-term harm arising from the loss of the trees.

10.202 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 subject to conditions and S106.

## 11.0 Recommendation

11.1 **Approve** subject to:

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

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

## 12.0 Planning Conditions

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### CONDITIONS

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

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

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

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

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

The principal areas of concern that should be addressed are:

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

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

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

- 4 Demolition, construction or delivery vehicles with a gross weight in excess of 3.5 tonnes shall only service the site between the hours of 09.30hrs -15.30hrs Monday to Saturday.

Reason: In the interests of highway safety.

- 5 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).

- 6 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 Drainage Strategy Report for Planning prepared by Ramboll (ref: 620014618-RAM-XX-XX-RP-C-0001) dated 20th February 2024 and shall also include:

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

Reason To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works



may compromise the ability to mitigate harmful impacts (Cambridge Local Plan 2018 policies 31 and 32).

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

Reason: To ensure appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018 policies 31 and 32).

- 8 No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. This shall include a consideration of the urban heat island effect and the use of cool materials. The details shall include colours, joints and interfaces of all materials; external features such as entrance doors, entrance screens, porch and canopies, cladding systems, metal work, windows and reveal depths, lintels, spandrel panels, roof cladding, soffits, external metal work, balustrades, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 28, 55, 56 and 57)

- 9 No brickwork above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site detailing the choice of cladding, brick, bond, coursing, special brick patterning (stacked brickwork, string coursing, frieze detailing etc) mortar mix, design and pointing technique and the details submitted to the local planning authority in an accompanying report, and until the sample panel and report have been approved in writing by the local planning authority.

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

The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

- 10 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).

- 11 Within 12 months following first 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. 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).

- 12 Prior to the occupation of the proposed development, or as soon as reasonably practicable after occupation, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

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).

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

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

- 13B Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

- 14 No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following:

- a) Long-term design objectives
- b) Aims and objectives of management.
- c) Description and evaluation of features to be managed.
- d) Ecological trends and constraints on site that might influence management.
- e) Prescriptions for management actions.

- f) Prescription of a maintenance schedule and phasing plan for a 30-year period for all hard and soft landscaping areas including ecological mitigation, including an annual work plan capable of being reviewed every 5 years.
- g) Details of the body or organisation responsible for its implementation and its funding.
- h) Ongoing monitoring and remedial measures including identification of contingencies and/or remedial action.

The approved LEMP shall be implemented in full in accordance with the approved details.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

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

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
- f) an implementation programme.

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

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

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

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

17 Notwithstanding the approved plans, the flat roof of the outbuilding(s) hereby approved shall be a green biodiverse roof(s). The green biodiverse roof(s) shall be constructed and used in accordance with the details outlined below:

- a) 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 60 mm thick.
- b) Provide suitable access for maintenance.
- c) Not used as an amenity or sitting out space and only used for essential maintenance, repair or escape in case of emergency.

The green biodiverse roof(s) shall be implemented in full prior to the use of the outbuilding(s) and shall be maintained in accordance with the Green Roof Organisation's (GRO) Green Roof Code (2021) or successor documents, unless otherwise agreed in writing by the Local Planning Authority.

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). The Green Roof Code is available online via: [green-roofs.co.uk](http://green-roofs.co.uk).

18 No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

19 Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:

- a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;
- b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;
- c) detail all building design measures to minimise light spillage;
- d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (Cambridge Local Plan 2018 policies 57, 59 and 70).

- 20 All ecological measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal and Preliminary Roost Assessment (MKA Ecology, February 2024) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To fully conserve and enhance ecological interests (Cambridge Local Plan 2018 policies 57, 59 and 70).

- 21 Prior to commencement of development, including demolition, 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 and agreed in writing by the local planning authority before any tree works are carried out and before any 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 (allowing for tree root growth and accounting for heave and subsidence), storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

The development shall be carried out fully in accordance with the approved AMS and TPP.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge

Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 22 Prior to the commencement of any site clearance, a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council prior to any development or site clearance commencing.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 23 The approved tree protection methodology shall 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.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 24 No works to any trees shall be carried out until the Local Planning Authority has received and approved in writing the full details of replacement planting. Details are to include number the of replacements, species, size, location and approximate date of planting. The planting shall be carried out in accordance with the approved details.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interest of visual amenity. (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 25 If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

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

of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 26 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 "COMBINED GEOTECHNICAL AND CONTAMINATED LAND DESK STUDY REPORT" (by Ramboll, Ref 1620014618, Issue No. 04, dated 21/02/2024),

(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).

- 27 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).

- 28 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).

- 29 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).

30 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).

31 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) Use of concrete crushers.

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

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

m) Screening and hoarding details.

n) Consideration of sensitive receptors and details on neighbour liaison and communications.

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 the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

- 32 The plant / equipment as approved shall be installed and operated in accordance with the principles, design and specifications (including operational noise levels, attenuation / mitigation and the results of the BS4142-type assessment) contained within the submitted document "Clarendon House; Noise Impact Assessment", Revision A (CPW, February 2024).

The plant / equipment and the mitigation as approved shall be maintained and retained thereafter.

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

- 33 Prior to the use of all external plant as approved, an acoustic commissioning / completion report shall be submitted in writing to the Local Planning Authority for approval. The report shall demonstrate, through the use of monitored noise data, compliance with the detail contained within the submitted document "Clarendon House; Noise Impact Assessment", Revision A (CPW, February 2024), including operational noise levels, attenuation / mitigation and compliance with the results of the BS4142-type assessment daytime and night-time.

Any additional mitigation measures required shall be clearly identified and evidenced within the report. The plant / equipment and the mitigation as approved shall be maintained and retained thereafter.

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

- 34 Acoustic / unamplified music and the playing of amplified music / voice is prohibited within / on all roof terraces at all times.

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

- 35 The external roof terraces shall only be accessible for use by visitors and staff between the hours of 07:00 - 19:00hrs Monday- Saturday.

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

- 36 Deliveries to or dispatches from the site (excluding postal services but 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 the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

37 Prior to the installation of any artificial lighting an external and internal artificial lighting scheme with detailed impact assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site (external and internal building lighting) and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site shall meet the Obtrusive Light Limitations for Exterior Lighting Installations for the appropriate Environmental Zone in accordance with the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:21 (or as superseded) and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

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

Reason: To protect the amenity of nearby properties. (National Planning Policy Framework, Feb 2019 - paragraph 180 c) and Cambridge Local Plan 2018 - policies 34 and 59).

38 Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details demonstrating the location of the EV charge points, intended specification of the charge points and shall demonstrate provision of at least one rapid EV Charge Point for every 1,000m<sup>2</sup> non-residential floor space or, if rapid charge point installation is not possible, one fast EV Charge Point for every 1,000m<sup>2</sup> non-residential floor space (evidence must be provided to demonstrate that rapid charge point installation not possible).

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

39 The development hereby approved, shall only be used in accordance with the provisions as set out within Use Class E(g) of the Town and Country Planning Use Classes Order 2020 (as amended), unless otherwise agreed in writing by the local planning authority.

Reason: To protect against the loss of business space (Cambridge Local Plan 2018 policies 41).

40 Notwithstanding the provisions of Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the change of use of the development to a dwellinghouse

(C3 use) shall not be allowed without the granting of specific planning permission.

Reason: To protect against the loss of business space (Cambridge Local Plan 2018 policies 41).

- 41 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)

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#### Background Papers:

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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs

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# The Greater Cambridge Design Review Panel



## Pre-application

Clarendon House, Clarendon Road, Cambridge, CB2 8BH

Thursday 28 September 2023, Hybrid meeting

Meeting venue: Meeting Room 1, Mandela House, Cambridge, 4 Regent Street,  
Cambridge, CB2 1BY

## Confidential

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

## **Attendees**

### **Panel Members:**

Russell Brown (Chair) – Founding Partner of Hawkins\Brown Architects  
Aram Mooradian – Director, Mooradian Studio  
Joel Gustafsson – Director, JG Consulting  
June Barnes – Housing specialist  
David Knight – Director, Cake Engineering  
Sarah Morrison - Conservation Architect, Historic England

### **Applicant & Design Team:**

Paul Eaton, Allies and Morrison Architects  
Jo Minto, Allies and Morrison Architects  
Max Kettenacker, Allies and Morrison Architects  
Jai Warya, Allies and Morrison Architects  
Luke Jordan, CPWP  
Jenni Mason, JB Heritage  
Edward Jones, Stantec Planning Agent  
Andrew Winter, Stantec Planning Agent  
Lyndon Gill, Stantec Planning Agent

### **LPA Officers:**

Bonnie Kwok – Principal Urban Designer / Design Review Panel Manager  
Katie Roberts – Executive Assistant / Panel Support Officer  
Maxine Ross – Panel Support Officer  
Alice Young – Case Officer  
Helen Sayers – Principal Landscape Architect  
Sarah Chubb – Principal Urban Designer

### **Observer(s):**

Shaheeda Montgomery – Planning Apprentice

### **Declarations of Interest**

None

### **Previous Panel Reviews**

None



## **Scheme Description**

The site is located within the Hills Road Corridor to the City Centre Opportunity Area, as well as the Glisson Road Conservation Area. The development proposal is for a 3,900 sq.m mixed-use development scheme at the back of Cintra House on George IV St, and overlooked by the new Cambridge Investment Group Development at Hanover Court, CB2 1JH.

## **Site context**

The site is a brownfield employment site, comprising a three-storey 1970s office block with parking at ground level, with a T shaped configuration stretching west – east adjacent to the site vehicular access and north – south along Clarendon Road. A single-storey extension was added to the north-western corner to allow disabled access to the building. Pedestrian and cycle access is via a footpath to the south of the building which leads to the ground level car parking spanning all of the site to the east aside from vegetation along the southern and eastern boundaries. The car park provides 56 spaces, cycle parking and plant.

The Brooklands Avenue Conservation Area boundary was extended in 2013 to transect the site and includes the entrance glazed extension and mature trees along the frontage to Clarendon Road. These trees together contribute significantly to the character and appearance of the conservation area.

The site lies at a point of transition: to the east, the buildings are larger and a mix of office and residential flats ranging from 4 to 5 storey in height, while to the west are two storey domestically scaled detached Victorian villa dwellings which are typical features of the historic character and appearance of the Brooklands Avenue Conservation Area. To the north is the Lockton House site, which is in the process of being redeveloped and comprises two storey domestic form fronting Clarendon Road with a five storey saw tooth block behind. The applicant and agent team for the Lockton House scheme is the same as this Clarendon House scheme.

The site is located within close proximity to the Cambridge Railway Station (500m north-east), guided busway cycle route (130m south-east) and bus stops along Brooklands Avenue (130m north-west). The site lies within a Controlled Parking Zone and within Cambridge Airport Consultation Zone.

The key site constraints are: a) Partially within and within the setting of Brooklands Avenue Conservation Area; b) Mature trees protected by virtue of falling within the conservation area; c) Surrounding residential units.

## Planning history

- 23/50110/PRELV3 - Enlargement/redevelopment of existing office development. - Pre-app amber.

### Lockton House (directly north)

- 22/02618/S73 - S73 to vary condition 2 of ref: 20/04826/FUL (Demolition of Lockton House and 1&2 Brooklands Avenue and replacement with two new buildings comprising offices (Use Class E), flexible commercial space (Use Class E) to include a cafe, underground parking and utilities, erection of covered walkways, electricity substation, bin stores, access, cycle parking and associated hard and soft landscaping) for the retention of the gable wall of 1-2 Brooklands Avenue and associated alterations to form and appearance of Building A, installation of PV panels on Building A and B, air handling plant decks on Building A and ventilation screen to ramped vehicle entrance to Building B to meet net zero carbon aspirations, fenestration changes, and other minor material amendments – Permitted.
- 20/04826/FUL - Demolition of Lockton House and 1&2 Brooklands Avenue and replacement with two new buildings comprising offices [Use Class E], flexible commercial space [Use Class E] to include a cafe, underground parking and utilities, erection of covered walkways, electricity substation, bin stores, access, cycle parking and associated hard and soft landscaping - Permitted.

## Summary

Overall, the Panel supported the proposed massing and the stylistic relationship to the Lockton House development. The architects explained that the design was aimed at being a close 'cousin' but not a 'twin'. The Panel understand the concerns that matching the materials (the grey brick) or the forms (Saw-tooth roof) could cause the two buildings to coalesce when viewed from Brooklands Avenue and along Clarendon Road.

Given that the structural frame is to be retained, and a great deal less carbon used in the development the Panel accepted the loss of the trees, and noted the efforts introducing mature trees (and the consideration for their proper development) where possible. The Panel strongly supported the re-use of as much material from the building as possible either on-site or off-site (describing the building as a material store) and particularly the structural frame. They see this as having significant sustainability benefits but also potentially reducing the extent of disruption to neighbours (who have already suffered the construction of Lockton House).

There were some concerns that the lower entrance building (the "Mill owners house" or the Gatehouse) may be a little out of scale with the street, but the Panel agree that the strategy of a lower building, of a more domestic scale is successful.

There remains a concern that the space remaining to the rear of the building, against Kaleidoscope has become too constricted by the extension and that its form in plan, may be over complicated when compared to the much simpler elevations facing Lockton House and Clarendon House. The Panel suggested that if the plan form could be simplified, so that more space was available for the biodiversity garden running up to the boundary, so that this could be used by the tenants.

The Panel did feel that the analysis and referencing to the Conservation Area was limited by focusing so directly on the houses across Clarendon Road and that there might be more interesting precedents/reference/sources of local inspiration found by looking more widely, including Accordia. It was also suggested that the involvement of an artist, at as early a stage as possible, might pick upon the local narrative.

Overall, the Panel urged the architects to be "bolder", and perhaps introduce colour, artwork, different materials, graphics etc to perhaps make the entrance more significant with more external space around it or more internal communal space.

The detailed comments on sustainability and the proper functioning of the heat exchangers, has already been set out in detail. From the point of view of connectivity, the separation of the cycle and car entrances is to be welcomed, as are the comments from CAM Cycle about being able to cycle down to the cycle store.

The final comment from the Panel was that their support was in response to a scheme that retained the structural frame, with the benefits and compromises this entailed. They were convinced that the improvements to movement around and inside the site, the improvements to the street scene (including taking the substation to the site), the benefits to the Conservation Area given the new entrance of the north-west corner, the replanting of new trees outweighed the loss of the trees adjacent to kaleidoscope. If it is not viable to retain the frame then the Panel, and the Planning Authority, would want to look afresh at the design of an entirely new build development on this site.

## **Detailed comments**

### **Background**

This scheme has not been to the GCDRP before; however, the architects Allies and Morrison have obtained detailed consent and are retained as delivery architects for the Lockton House development on the adjoining site.

The full Panel attended a site visit prior to the review guided by the Planning Consultant for the scheme. The landscaping proposals and removal of the trees were explained in detail during this visit.

Allies and Morrison then presented a detailed explanation of the proposal, touching on the extensive discussions with the Planning Officers, and the holistic assessment of the four options for the development.

- Retrofitting the existing buildings

- Total demolition
- Partial retention of the frame and extension
- Complete retention of the frame and extension

The planning officers had reported that these options were analysed through an extensive 'SWOT' analysis which balanced sustainability with the impact on the street scene, buildability and the future operation and maintenance of the building.

The scheme presented is based on the retention of the structural frame, the viability of which is currently being investigated. The comments of the Panel were, based on the assumption that the structural frame is retained; with the attendant carbon benefits and the response to the site constraints that are a direct consequence of this strategy.

### **Character: Architecture**

The Panel understood that this site is at a transition between the office buildings spreading from the Station, and the Brooklands Conservation Area, which is distinctly domestic in scale and materiality. They agreed that the Kaleidoscope residential development was an inappropriate break in this transition and could see the logic of seeking domestic forms within a building with larger floor plates. As the elevations for Clarendon House had developed the workshop/warehouse or 'mill' qualities (with chimney) of the emerging elevations are more successful characterisation. To the Panel this seemed a more appropriate source of imagery than using the forms of domestic architecture or a large-scale building.

The Panel understood that while the architects and the clients were content to continue the broad concept that had been developed for Lockton House; some variety was appropriate. Currently this is in the form of regular parapets (rather than the skylights/sawtooth profile) layout on the top floor, facing onto Clarendon Road and the change in brick colour. They were interested in whether there could be more variety in the elevations, including the use of colour, artwork, or local references in detailing etc. (This could include public art and/or specific references to the wider conservation area).

The panel asked the applicant team to explain their process of evaluating the 4 options and the rationale for moving the vehicle (and the emergency vehicle) access to the south of the site, so that proper access is available under the building. The potential, in the long term, to create a new route between Lockton House and Clarendon House through to Hills Road is a major benefit, although this requires the co-operation of the adjoining landowner who already faces onto Hills Road.

There was a suggestion that the north elevation (facing this new public space) might respond to it as a pedestrian route i.e. the ground floor windows might be larger or come to ground.

The layout of the building to the rear does restrict the planting adjacent to Kaleidoscope. Could this 'strip' be expanded by simplifying the plan form to the rear of the building; to strike a line that averaged 18m, rather than stepping to achieve this offset. The 'wildlife' space to the rear is very constrained (becoming almost a

trench surrounded by walls on both side) as currently laid out. If it is increased in size it could form a more 'immersive' and useable landscape. This change would also simplify the rear elevation to bringing it into line with the north and west elevations and help the space planning internally against the angle of the boundary.

The Panel were slightly 'suspicious' of the idea of seeking residential characteristics in a large, commercial building but felt that the current proposals spoke more to the former warehouse buildings on the site. The current sense of a vertical emphasis was successful and the stepping back a simplification of the rear elevation, will add to this sense of verticality. The inclusion of a 'chimney' to continue the warehouse/mill feel of the elevations, could be taken further.

The entrance could be bolder and have more prominence, it could have more space around it or without expanding its apparent mass. Again, the contextual link made by the use of brick could be taken further to use local colours or be locally sourced, and could the materiality include other facing materials that refer directly to the local built context?

### **Character: Landscape**

There was no designated expert on the Panel for their presentation. However, the Principal Landscape Officer from the Planning Authority briefed the panel before the Review, and the applicants Landscape Architect explained the proposals in detail on site (pointing out the affected trees) and in the presentation.

He explained the thinking behind the planting proposed for each specific area, in addition to trees; covering maintenance, orientation, access to sun and rain, choices of species, biodiversity, and views in and out of the site.

The existing trees are an important part of the street scene, particularly when viewed from the north, looking down Clarendon Road. The proposals carefully address these views, cutting back the overgrown trees and inserting new and appropriate under planting semi-nature trees.

The hard landscaping has been kept 'lowkey', using exposed concrete on the ramp and bricks in different bonds. Where planters are required, they will be in neutral and timber that match the elevations and maintain the built quality.

The Panel accepts the loss of trees towards the southern end of the landscape strip (inside the Conservation Area), between the existing building and Clarendon Road. This view was taken on balance, given the many benefits resulting from introducing the new vehicle access to the south. The Panel also appreciated the extensive efforts by the applicant's team to introduce new trees where viable and the care taken with the choice of species, the consideration of the planting conditions and the overall gain in the Urban Greening.

The one comment is that the space for planting between the retaining wall and the boundary to Kaleidoscope to the rear, should be extended (see elsewhere). This could provide more space for sitting out/working outside the building. (The applicant team is to meet the Environmental Health officer in the next weeks).

## **Character: Conservation**

The question was asked as to how much analysis had been made of the nature of the wider Conservation Area. If this investigation is taken beyond the immediate neighbouring buildings, then this could add to the palette of materials, forms, colours, features etc and maybe suggest further elevational details, beyond the introduction brick courses. It is assumed that when local people are consulted (in the next few weeks) they will be an interest in what characteristics from the architecture that is seen in the Conservation Area are used to enhance the building profile and elevations. Are the nature of the two storey residential properties in Clarendon Road really relatable to a building of this scale, and could the larger scale buildings at Arcadia provide a wider range of references.

The Panel felt that the gatehouse that was part of Lockton House, was more successful than the entrance proposed for Clarendon House, and that the design in this element could be stronger. There remained some concerns as to how the buildings of the scale of a warehouse stepdown to the domestic scale of the neighbours across Clarendon Road and the elevations 'have some way to go' to address this issue. There is a great deal of craftsmanship, polychromatic brickwork, terracotta, stone etc that appear locally that could help bring down the scale of the proposed building. There was also a concern about the maintenance issues around the upkeep of valley gutters and a question about whether the connection between the lower reception block and the rest of the building could be amended to remove this risk.

## **Connectivity**

The Panel asked if the relocation of the substation, away from the street frontage, had been accepted by the energy suppliers. The applicant team confirmed that this had been thoroughly documented. They also asked if the various service vehicles requiring access off site had been 'tracked'. Yes, this was confirmed.

The Panel asked why the extensions (both in plan and section) did not follow the dimensions of the existing structural grid, and suggested there might be savings in carbon and material, avoiding some 'transfer of structures' if the structural grid was more rigorous. The applicants are looking to retain the cores and insert new lifts to reduce the quantity of demolition.

The Panel asked if there could be provision for electric bikes, scooters, cargo bikes etc in addition to the site i.e. to the guided bus routes. So far, the focus has been on cycle routes, in liaison with Camcycle. The number of car parking spaces has been reduced from 52-20; the Panel asked if this could be lowered to, an essentially car-free development. This had been the Panels response to developments in surrounding streets, marginally closer to the station.

## **Community**

The panel asked if there had been any public consultation for this scheme yet? The applicant was planning the consultation in the next month or so, following this discussion. The neighbours will be concerned about a further 120/140 weeks of

construction disruption in their street. The Panel asked if there could be a reduction in the length of the construction programme due to retention of the frame, avoiding some demolition and civil engineering work. If offsite manufacture was introduced, this could further reduce the disruption during the construction process, have quality control and sustainability benefits.

The Panel asked if there had been any agreement as to the CIL payment, and its allocation. This had not yet been discussed, and no allocation had been made. The Panel had suggested that the provision of public art could be an important technique for adding interest to the public realm/elevations/signage and make references to the local cultural or built context. They explained that an artist or arts consultant should be appointed at this early stage to help suggest locations, forms of art and how a range of artists could become more involved.

The Panel asked if the future maintenance of the building, pathways and boundaries had been considered and whether service runs etc were accessible. They also asked if the perimeter of the building had been tracked with a maintenance vehicle, and if the hard landscaping was designed to support the necessary loads. The applicant confirmed that the use of brick pavers was chosen with this in mind.

If there are around 600 people working in the building should there be more communal space for people to meet outside their offices, like the café next door? Could the extension to the planting strip between Clarendon House and Kaleidoscope provide more useable external space? It was suggested that the upper terrace could be partially covered to make it more usable in extremes of weather. Could the space outside and inside the new entrance be more generous, and include seating or informal meeting areas?

All the proposed trees need to be planted as semi-mature (or mature) specimens and this should be included in the Section 106 documentation.

## **Climate**

The panel strongly supported the re-use of the structural frame and urged the applicants to see the building as a 'material bank' and to look in detail at what material could be retained, what, if demolished, could be re-used on site, and what could be recycled offsite. For instance, could the existing cladding materials be re-used in the hard landscaping.

The Panel asked what the floor-to-floor dimensions were within the existing frame and whether the servicing would reduce head heights, on relatively deep plan office floor plates. The architects explained that all servicing at ceiling level was to be exposed, to maximise the perceived ceiling height. The services engineer added that they were looking at localised venting to avoid ceiling ducts, using vertical risers where possible, and drilling through the beams for smaller pipework.

The panel supported the efforts being made to ensure that the internal environment remained amenable, with particular reference to the openable windows throughout and the expectation that the glass specification will not lead to high reductions in visible light transmission in order to reduce solar gain.

The Panel felt that some of the figures for the energy uses in the SWOT analysis could bear further examination. For instance, why was the LETI score as bad as 99.42, it should be possible to reduce this to below 75. There could be room for improvement in each of the areas identified in the SWOT analysis.

The Panel were concerned that the location of the heat pumps at the lower ground floor could lead to issues where the cold air connected in the semi-basement. The applicants agreed that this would need to be checked and it may be necessary to supplement the air movement in this area.

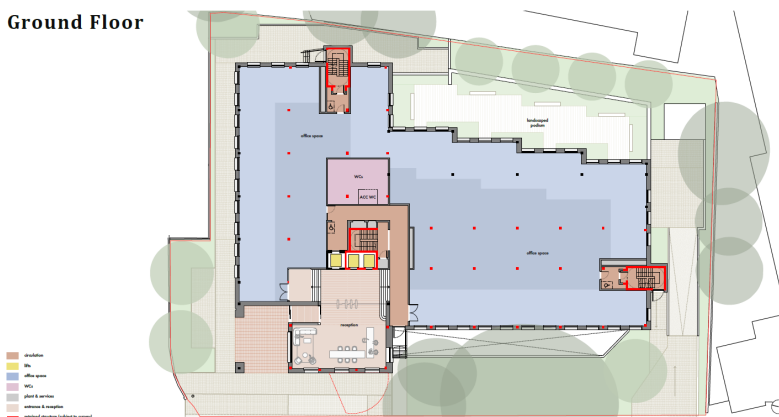
The applicants need to check that the noise dispersion from the air vents does not cause a nuisance to the adjoining residents, particularly at night; and that the electricity generated from the photovoltaic panels are available to the tenants and are not simply exported by the Grid.

**Basement**



*Proposed Basement Plan – extracted from the applicant’s DRP presentation document 28.09.2023*

**Ground Floor**



*Proposed Ground Floor Plan – extracted from the applicant’s DRP presentation document 28.09.2023*



**Emerging West Elevation**



*Proposed west elevation – extracted from the applicant’s DRP presentation document 28.09.2023*

**Emerging North Elevation**



*Proposed north elevation – extracted from the applicant’s DRP presentation document 28.09.2023*

**Emerging East Elevation**



*Proposed east elevation – extracted from the applicant’s DRP presentation document 28.09.2023*

## Emerging South Elevation



*Proposed south elevation – extracted from the applicant's DRP presentation document 28.09.2023*

### **Disclaimer**

*The above comments represent the views of the Greater Cambridge Design Review Panel and are made without prejudice to the determination of any planning application should one be submitted. Furthermore, the views expressed will not bind the decision of Elected Members, should a planning application be submitted, nor prejudice the formal decision-making process of the council.*



**GREATER CAMBRIDGE**  
SHARED PLANNING

## **Disability Consultative Panel**

**Tuesday, 5 September 2023**

**14:00 – 16:30**

### **Venue**

**Swansley A&B, Ground floor, South Cambridgeshire Hall,  
South Cambridgeshire District Council, Cambourne  
and via Microsoft 'Teams'**

### **Notes**

#### Attendees

Mark Taylor	Greater Cambridge Shared Planning (Chair)
Rosalind Bird	MS Society/Architect (retired)
Sue Simms	Former Housing Officer
Betty Watts	Cambridge Deaf Association
Katie Roberts	Greater Cambridge Shared Planning (Notes)
Mairead O'Sullivan	Principal Planning Officer, Strategic Sites, Greater Cambridge Shared Planning (for presentation 1)
Alice Young	Senior Planning Officer, Greater Cambridge Shared Planning (for presentations 2 and 3)

#### Apologies

Jane Renfrew, David Baxter, John Taylor

### **Presentation 1: 440 Cambridge Science Park**

#### Presenters

Constantino Baranda (Allies and Morrison)  
Maddie Wild (Sphere25)  
Katie Brown (Concilio)

The presenter, Costantino Baranda, delivered a detailed presentation about the scheme, which is located on the Cambridge Science Park, north of the City centre, mentioning the aim to submit the planning application in the next few months. He described the vision and design concept of the scheme, the landscape principles and landscape concept before providing more detailed information about the proposals for a research and development lab enabled office building. He described the architecture, designed to create a compact building form flooded with natural light before focusing on the design and access of the site. He explained that accessibility has been taken into account by the entire design team, commenting on the materials and wayfinding, step free access entrances, shallow gradients within the landscape, ground floor uses, the design of 2 typical floors and façade materiality.

### Panel comments and queries

- It was suggested that, in the seating areas, seating arms be used to help people to stand up and that the seating be of varied heights with room for wheelchairs alongside.
- Betty Watts commented favourably on the induction loops and suggested that reverberation be suppressed in the reception area.
- Rosalind Bird praised the team for their attention to external works and planting, commenting favourably that, although, there is a lot of gravel (which can be challenging for wheelchair users), it is stabilised. In response to a request about the access between the disabled parking and the building it was shown that there is step free access from the parking to the main lobby.
- Referring to the gravel, the Chair suggested the use of bonded pea shot gravel, owing to its resilience.
- The Chair emphasised the importance of evacuation procedures in the building, mentioning the possibility of fire in laboratories, as well as potential concerns caused by false alarms for wheelchair users, who might not know if there is a fire and, if so, how they will be able to evacuate the building.
- The Chair asked about the location of the nearest bus stop for the guided bus, noting that an ambulant disabled person would not be expected to be able to walk more than 100 metres unaided or without needing a rest. He suggested that resting points be incorporated on the route to the bus stop and that a proposal perhaps be put forward to the current landowner on the merits of installing a bench.
- The Chair commented that many cyclists struggle with the proposed two-tier racking. In response, Costantino Baranda mentioned that there will be a mixture of Sheffield spaces and two-tier spaces.
- In response to a query by the Chair, it was confirmed there would not be much solar glare.
- In response to a query by the Chair about the colour of the décor and the signage programme, Costantino Baranda mentioned that they would be developed as part of the next stage of the design. The Chair suggested the use of contrasting colours (such as walls a light colour and frames a darker colour). He also suggested that a clear font, such as Arial, be used for the signage, with a mixture of upper and lower case characters. (dark colours on light or vice versa).
- The Chair commented that there have been some 'hybrid' designs for the changing room of a toilet to also be used as a changing places toilet and he offered to send the presenters some appropriate details.

The Chair expressed his appreciation for the comprehensive presentation and invited the presenters to deliver a second presentation once they have developed the next stages of the design or to contact him to seek any further advice.

## **Presentation 2: Westbrook Centre, Cambridge**

### Presenters

Richard Dryden, Access & Inclusion Consultant

Lisa Liu, Reef

Olivia Frew, Reef

Tim Price, Savills

Amelia Robson, Savills

In their introduction the presenters explained that the Westbrook Centre is part of a wider platform of life science buildings being developed by Reef in partnership with UBS, adding that there are currently 8 assets in UK.

The site is located north of Jesus Green and between two train stations (Cambridge and Cambridge North) and can be accessed off Milton road, near the former Cambridge City ground. A description was provided of the exterior and interior of the existing building, and it was noted that the Access strategy conforms to the Equality Act 2010. Attention was drawn to the circulation around the buildings, the café (in the main publicly accessible area), the lifts, toilets, showers, cycling provision, evacuation lifts and procedures and it was mentioned that there would be greater focus on the details in the next phase.

### Panel comments and queries

- It was confirmed that consultation had taken place with the nearby sheltered alms houses and that, although they are not seeking a direct connection with the site, they would welcome the opportunity to use it.
- It was confirmed that there will be a taxi drop off and accessible drop off along Westbook road, as well as provision for mobility scooters.
- In response to a query by the Chair, it was confirmed that the Blue badge parking will be located in the basement and that visitors with Blue Badges will be able to park nearer the entrance.
- In response to a query by the Chair, it was mentioned that light in the roof will bring in natural light into the central reception areas.
- The Chair mentioned that patches of light and shade can be confusing to those who are visually impaired, and that they can sometimes be minimized by shading on the glass or netting.
- The Chair mentioned that, in the reception area particularly, it is quite important to have a good colour contrast between the areas and the dropped kerb, as well as a loop on the Reception.
- The Chair commented that there have been some 'hybrid' designs for the changing room of a toilet to also be used as a changing places toilet and he offered to send the presenters some appropriate details.

The Chair thanked the presenting team, highlighting the benefit of the input of the Access Consultant.

### **Presentation 3: Clarendon House, Cambridge**

#### Presenters

Andrew Winter, Stantec  
Colin Morrison, Allies and Morrison

In his introduction, the presenter, Colin Morrison, commented on the location of the site, close to Hills road and Cambridge Railway Station, and the current condition of Clarendon House, adding that the proposals are to retain the structure of the existing building.

He discussed the proposed site access by public transport, car, bike and as a pedestrian and described the main features of the ground floor, basement (including car parking, cycle parking, showers and lockers) and the upper floors, focusing on the accommodation, circulation and sanitary accommodation. It was noted that all office areas are a short distance from a wheelchair accessible WC.

Colin Morrison concluded his presentation by mentioning the lift access to all office floors, which meets the appropriate specifications, and the stairs, which also follow the relevant guidance. In terms of the means of escape, it is intended that a comprehensive escape strategy for disabled people is developed and that staff are adequately trained.

#### Panel queries and comments

- in response to a query about the 'superloos' it was confirmed that there is an accessible toilet on each floor and at least one of the 'superloos' will include an outward opening door and grab rails.
- The Chair commented that there have been some 'hybrid' designs for the changing room of a toilet to also be used as a changing places toilet and he offered to send the presenters some appropriate details.
- The Chair asked about a 'triangular' building against the railway line under the bridge, recalling that, according to a previous planning application, there was some form of access from the cycle path to the guided bus. He asked if there would be any way of getting to the offices via the nearer route rather than going all the way round. It was confirmed that there is a direct cycle route through to Clarendon road.
- The Chair commented that there have been some 'hybrid' designs for the changing room of a toilet to also be used as a changing places toilet and he offered to send the presenters some appropriate details.
- The Chair commented that there are no evacuation lifts but, as a very low risk building, they would not immediately request that.
- In response to the Chair's comment about the double doors, Colin Morrison mentioned that the internal arrangements are developing in terms of certain configurations and 2 sets of doors will be omitted in due course. The Chair mentioned a preference for asymmetrical double doors.

The Chair thanked the presenters for their presentation.

Date of next meeting: 3 October 2023.

# Agenda Item 9



<b>Planning Committee Date Report to</b>	24 <sup>th</sup> July 2024 Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	23/04431/FUL
<b>Site Ward / Parish</b>	121-123 Chesterton Road, Cambridge West Chesterton
<b>Proposal</b>	Demolition of existing building and mixed use redevelopment of the site comprising an apart-hotel (Use Class C1) with commercial unit(s) (Use Class E) at ground floor fronting Chesterton Road. Provision of landscaping, public realm enhancements, cycle and refuse/recycling storage.
<b>Applicant Presenting Officer</b>	Pan Albion LLP Dean Scrivener
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Principle of Development</li><li>2. Design/Visual Impact</li><li>3. Maintaining the safe and effective operation of the highway</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions and S106 agreement

## 1.0 Executive Summary

- 1.1 The site benefits from extant planning permission 19/1098/FUL, for the *'Part-demolition of existing building and provision of a mixed use scheme comprising 19no. small and large HMO units (4-8 bedrooms each) (within Class C4/Sui Generis) (2-3.5 storeys), including 2no. 'flexible use' retail units (Units 1 and 2) (Class A1-A5 use) fronting Chesterton Road and 1no. 'flexible use' unit (Unit 3) (Class D2 (yoga studio) or Class A1-A5 use) fronting Croft Holme Lane at ground floor level. Provision of private and communal amenity space for shared residential units, with associated landscaping, cycle and refuse/recycling storage'* (19/1098/FUL).
- 1.2 A Certificate of Lawfulness was issued last year to confirm that works associated with the development noted above had lawfully commenced (23/03369/CLUED). As such, the previous scheme is extant, and the applicant is entitled to carry on with these works in due course.
- 1.3 The current application is for full planning permission for the *'Demolition of existing building and mixed use redevelopment of the site comprising an apart-hotel (Use Class C1) with commercial unit(s) (Use Class E) at ground floor fronting Chesterton Road. Provision of landscaping, public realm enhancements, cycle and refuse/recycling storage.'*
- 1.4 The proposed development is considered to constitute a form of development which will resemble a similar scale and design to the previous extant scheme. The development is considered to enhance the character and appearance of the local area and Conservation Area and improve the visual amenity of the site within the public realm. The development will deliver a commercial use on ground floor level, as well as a café and restaurant for public use, creating a more active frontage along Chesterton Road and Holme Croft Lane.
- 1.5 During the course of the application, the applicant has addressed the concerns raised by the Local Highway Authority (LHA) by providing a dedicated off road taxi drop off/pick up layby in front of the building on Chesterton Road, which will be able to accommodate all types of taxi and ensure the safety of all users.
- 1.6 The proposal would not result in any significant harm in terms of overbearing, overlooking or overshadowing impact, above and beyond the extant scheme.
- 1.7 Officers recommend that the Planning Committee approve the application, subject to the recommended conditions listed below.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
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Conservation Area	X	Local Nature Reserve	
Listed Building (Setting of)	X	Flood Zone 2 and 3 (Moderate to High Flood Risk)	
Building of Local Interest	X	Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	X
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

- 2.1 The application site is situated on Mitcham's Corner within the Castle and Victoria Conservation Area and is immediately adjacent to a Building of Local Interest (BLI), the former Lloyds Bank. Diagonally opposite is another BLI, The Portland Arms. The site is positioned at the larger western and central part of a one-way road system around Mitcham's Corner for vehicles and cyclists. Victoria Road is located to the north of the site, Chesterton Road to the south and Croft Holme Lane to the west of the site. The surrounding area is mixed in character with residential properties along Victoria Road and Croft Holme Lane and The Boathouse Public House to the south. Immediately to the east of the site is Lloyds bank with 2no. flats above (Class C3) immediately to the east. Several other retail facilities and services are within the immediate vicinity of the site, including convenience stores, a post office, pubs, restaurants, takeaways, pharmacy, doctors and a dental surgery.
- 2.2 The site is currently occupied by Office Outlet on the western part of the site which is 2 storeys in height with car parking provision at first floor and roof level, accessed via a ramp along Chesterton Road. Other retail units currently occupy the ground floor fronting onto Chesterton Road.
- 2.3 The site falls within the Castle and Victoria Conservation Area and within the Controlled Parking Zone. The site also falls within the Mitcham's Corner Opportunity Area.

### 3.0 The Proposal

- 3.1 The application is for full planning permission and proposes to demolish the existing building and replace with a mixed use development, comprising an apart-hotel (Use Class C1) with commercial unit(s) (Use Class E) at ground floor level. Provision of landscaping, public realm enhancements, cycle and refuse/recycling storage are also proposed.

### 4.0 Relevant Site History

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
19/1098/FUL	Part-demolition of existing building and provision of a mixed use scheme comprising 19no. small and large HMO units (4-8 bedrooms each) (within Class C4/Sui Generis) (2-3.5 storeys), including 2no. 'flexible use' retail units (Units 1 and 2) (Class A1-A5 use) fronting Chesterton Road and 1no. 'flexible use' unit (Unit 3) (Class D2 (yoga studio) or Class A1-A5 use) fronting Croft Holme Lane at ground floor level. Provision of private and communal amenity space for shared residential units, with associated landscaping, cycle and refuse/recycling storage.	Approved
23/50271/PRELV3	Redevelopment of the site for an aparthotel scheme (Use Class C1), including commercial units (Use Class E) at ground floor. Provision of landscaping, cycle and refuse/recycling storage.	Supported, subject to details submitted at application stage
23/03369/CLUED	Certificate of lawfulness under S191 to seek confirmation that ref: 19/1098/FUL has lawfully commenced following a material start of works on-site.	Certificate Granted

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework (NPPF) 2023

National Planning Practice Guidance

National Design Guide 2021

(Listed Buildings and Conservation Areas) (LBCA) Act 1990

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 22: Mitcham's Corner Opportunity Area

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated Land

Policy 34: Light Pollution

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 61: Conservation and Enhancement of Cambridge's Historic Environment

Policy 62: Local Heritage Assets

Policy 70: Protection of priority species and habitats

Policy 71: Trees

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

Policy 77: Development and expansion of visitor accommodation

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

## **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Castle and Victoria Conservation Area Appraisal – Adopted 2009

Mitcham's Corner Design Framework SPD – Adopted 2010

## **6.0 Consultations**

6.1 **County Highways Development Management**

6.2 Previous objections have been removed due to the receipt of amendments made regarding tree planting and the delivery of a dedicated taxi drop off/pick up zone off Chesterton Road. Conditions regarding a Traffic Management Plan, planting in accordance with Highways specification, construction of pavement, design of basement walls, the removal of existing vehicular accesses and the prevention of any structure overhanging the highway are recommended.

6.3 As a side note, while the development is within an existing residents parking zone, there are streets to the east within easy walking distance that are not controlled (e.g. George Street and Herbert Street), and as there is no legal way of preventing hotel guests from arriving by private car, any such demand for parking is likely to appear on the uncontrolled streets nearby which could result in on street car parking competition with local residents.

6.4 It is incumbent on the Planning Authority to consult with the Highway Authority to ensure that if the application is granted planning permission that the proposed basement walls have been designed to suitably support the public highway.

6.5 **Cambridgeshire County Council Transport Assessment Team**

6.6 Previous objections removed following the receipt of additional information regarding the trip generation estimated for the proposed development, as well as the additional cycle parking being provided on site. A condition is recommended to secure compliance with the submitted Travel Plan.

6.7 In addition, a financial contribution of £49,000 is sought for the provision of localised improvements associated with the Milton Road GCP works, as well as the provision of a Real Time Passenger Information (RTPI) opposite the site. These should be secured via a S106 agreement.

6.8 **Access Officer**

6.9 Concerns are raised in respect of the lack of dedicated accessible car parking on the site, and/or the allocation of the blue badge parking spaces within the area. Advice from the Local Highway Authority on this matter should be sought.

6.10 Other comments refer to the request of firefighting lifts and that all rooms on ground floor are wheelchair accessible. At least two rooms should have hoists and one should have a tracked hoist system. The facilities provided within each of the accessible rooms should be useable by people with a range of disabilities.

6.11 **Environmental Health**

6.12 No objections subject to conditions regarding the following: construction hours, work related delivery times, piling methods, dust mitigation, contamination remediation, materials management plan, plant noise mitigation, compliance conditions with the submitted noise assessment, alternative ventilation scheme, odour filtration/extraction details, restriction of Class E use and a noise insulation scheme.

6.13 **Sustainability Officer**

6.14 Sustainability Officer has no objections. Conditions regarding BREEAM Design Stage Certification and Post Construction Certification are recommended, as well as a water efficiency specification schedule demonstrating that 5 Wat01 credits are achieved.

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

6.16 Following the receipt of amended drainage information, objection has been removed. Conditions regarding the design details and management and maintenance of the surface water drainage scheme and the management of surface water run off during construction works, are recommended.

6.17 **Conservation Officer**

6.18 No objections subject to conditions regarding sample panel of proposed materials, window details, roof/eaves details, shop front design details and details for the protection of the former Lloyds Bank building (BLI).

6.19 **Urban Design Officer**

6.20 Following receipt of amended plans, previous concerns have been addressed. Conditions regarding material details and sample panel are recommended.

6.21 **Tree Officer**

6.22 No comments received (out of time).

6.23 **Landscape Officer**

- 6.24 Following the receipt of amended plans, previous concerns have been removed. Conditions regarding hard and soft landscaping details, green roofs and tree pit details are recommended.
- 6.25 **Ecology Officer**
- 6.26 No objections subject to a condition regarding biodiversity enhancements, including how BNG will be provided.
- 6.27 **Cambridgeshire County Council Archaeology Team**
- 6.28 No objections subject to a condition requesting a Written Scheme of Investigation prior to demolition.
- 6.29 **Crime Prevention Officer**
- 6.30 No objections subject to conditions regarding security features for the cycle racks and gates to be secure and locked at times during the night.
- 6.31 **Historic England**
- 6.32 No objections
- 6.33 **Anglian Water**
- 6.34 No objections subject to documents submitted regarding surface and foul water drainage plans be listed on any approval decision notice issued.
- 6.35 **Cambridgeshire County Council Active Travel Team**
- 6.36 Concerns are raised regarding the location of the proposed access to the hotel, due to the lack of any safe crossing for cyclists/pedestrians. There is also a lack of cycle parking in this location.
- 7.0 Third Party Representations**
- 7.1 A total no. 4 objection comments have been received. Their concerns are summarised as follows:
- Overlooking Impact
  - Inaccurate information is provided regarding dimensions, in particular the height differences between the proposed building and the properties along Victoria Road
  - No need for another aparthotel within the area

- Overbearing impact
- Loss of light upon windows of residential properties along Holme Croft Lane
- Anti-social behaviour increase

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

## **8.0 Assessment**

### **8.1 Principle of Development**

#### Mitcham's Corner Opportunity Area

8.2 Policy 22 of the Local Plan states development proposals within the Mitcham's Corner Opportunity Area identified in Figure 3.8, will be supported if they promote and coordinate the use of sustainable transport modes, contribute to the creation of a sense of place, and deliver local shops and services. It goes on to state that opportunities should be given to provide residential uses on upper floors.

8.3 Whilst the proposal does not provide residential accommodation (Use Class C3) per se, it does provide short and medium stay habitable accommodation which will make a valuable contribution to the local economy. The policy states that the overall vision for Mitcham's Corner is to maintain the vibrancy of the local centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places and reinforce the area with a strong local character and identity. In discussions with Policy colleagues, the proposed apart hotel is considered to reflect this and is therefore supported in principle.

#### Commercial Use

8.4 Policy 72 of the Local Plan identifies that district centres are important in providing uses for day-to-day needs close to where people live and work. Policy 72 states that new A1 (shop) (now Use Class E), will be permitted if they are in proportion to the scale and function of the centre. Proposals for other centre uses, as defined in Table 8.1 within the policy will be permitted provided:

- a. they complement the retail function and maintain or add to the vitality, viability and diversity of the centre;
- b. provision is made for an active frontage, such as a window display, which is in keeping with the character of the shopping area; and
- c. they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems.

The policy goes on to state that within District Centres, the percentage of shops A1 Use, should not fall below 55% occupancy.

- 8.5 The existing use of the ground floor is predominately retail and has been for many years. The formerly occupied Office Outlet/Staples has been left vacant for many years now and the site has never reinstated its retail function since the closure of Staples in 2014. The former Lloyds Bank has also become recently vacant too. Nicholas Anthony Kitchens and Go Puff have been occupying some of the vacant space more recently. The applicant is understood to be in discussions with the owners of these businesses in helping them relocate elsewhere.
- 8.6 The proposed development would provide 157sqm of commercial space at ground floor. This is proposed to be a flexible use within Use Class E, however given the parameters as set out within Policy 72, Officers consider there is a requirement for the provision of a dedicated shop on this site, and therefore a condition is recommended to restrict the use to Use Class E(a) only, which is supported by the Policy Team.
- 8.7 In preparation of the Cambridge Local Plan 2018, much of the evidence-based work dates between 2011 and 2014 and is over a decade old. Covid-19 has accelerated disruption to the retail environment, including a move away from physical premises to online shopping, which has changed consumer behaviour and the effect of business rates on retail premises. Officers have discussed the proposals with the Policy Team colleagues during pre-application and the application process, in order to establish whether the provision of shops within the area is below the 55% threshold. The Policy Team are currently undertaking a retail assessment to establish this deficit, and it is understood that the occupant rate is at 53%, which is slightly below the 55% threshold. Despite this, there have been shops which have occupied units within the area but could not be sustained due to the competition of online consumerism. This trend is not restricted to this area alone and can be seen across Cambridge with shops either closing down or reducing their own floor space. This gives the LPA less confidence that commercial uses can be sustained within this area and therefore the shortfall in commercial floor space is not considered detrimental in this instance and would still contribute to the required provision of shops within the area.
- 8.8 As such, the Policy Team are of the view that given the proposals will retain some commercial space at ground floor (restricted to Use Class E(a) via a condition), and that the apart hotel will provide a café and restaurant for public use as well, the development will provide an active frontage which will create vitality and increase the visual amenity of the site which is currently vacant and undesirable to visit. Therefore, subject to a condition restricting the use of the commercial floor space to Use Class E(a), on balance, the proposal is acceptable in principle.



### Proposed Apart Hotel

- 8.9 The apart-hotel is to be branded as a Residence Inn by Marriott, which is to be managed by Cycas Hospitality, a multi-national hotel company operating over 50 hotels in 12 European countries.
- 8.10 Policy 77 of the Local Plan states that proposals for high quality visitor accommodation will be supported as part of mixed-use schemes at certain identified locations (Old Press / Mill Lane; Parker's Place; Cambridge Station), as well as windfall sites within the city centre, north west Cambridge and at Cambridge Biomedical Campus.
- 8.11 Whilst the application site is not within one of the specific areas identified, it is within easy walking distance of the city centre and the supporting text to the policy identifies a need for additional hotel development within Cambridge. The policy also states that new visitor accommodation should be located on the frontages of the main roads, in areas of mixed-use, or within walking distance of bus route corridors with good public transport accessibility. All the above criteria apply to Mitcham's Corner, which is within a mixed-use, accessible location on the edge of the city centre, with good access to public transport infrastructure, shops and services.
- 8.12 The supporting text to Policy 77 (Paragraph 8.46) states that there is a projected requirement for "around 1,500 new bedrooms over the next 20 years", which is based upon a study undertaken in 2012 entitled 'Cambridge Hotel Futures'. It concluded that Cambridge would need around 1,500 new hotel bedrooms by 2031, to widen the accommodation offer of the city, encourage longer stays and to enhance the competitiveness of the city as a visitor destination. This is evident as seen with the development of apart-hotels at The Fellows House, Milton Road/Gilbert Road junction, and the redevelopment at the previous multi storey car park site on Park Street.
- 8.13 Moreover, as requested by Policy 77, an Operational Assessment prepared by Cycas Hospitality has been submitted with the application which identifies the nature of occupation at this proposed apart-hotel. Given the proposed apart hotel use would provide short-medium term occupancies, Officers consider a condition to restrict the use to be a visitor accommodation and restrict the length of stay of any future occupant to a maximum 90 calendar days (3 months).
- 8.14 Overall, subject to the above condition, the proposed apart hotel is considered to be acceptable in this location and is in accordance with Policy 77 of the Local Plan.
- 8.15 **Design, Context and External Spaces**
- 8.16 Policies 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully

contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

- 8.17 Given the location of the site, the design principles outlined within the Mitcham's Corner Framework Development SPD (MCFD SPD) are also relevant and will need to be adhered to.

#### Design/Scale

- 8.18 As aforementioned, the existing building and site is mostly vacant and currently detracts from the character and appearance of the local area. The site already benefits from extant permission for the provision of HMO units and commercial floor space at ground floor. The overall scale of the development proposed under the current application is very similar to the scale of the extant scheme. The similarities between the two schemes are well presented within the Design and Access Statement submitted and provides a good oversight as to how the site has evolved during pre-application discussions with Officers.
- 8.19 The Urban Design Officer has been consulted on the application and raised no objections. Some concerns were originally raised in respect of the shopfront design, climbing plants, public realm enhancements and finer fenestration and material detailing. However, following the receipt of amended plans, these concerns have been overcome, subject to conditions requesting sample panels of proposed materials and details of proposed materials, which are recommended.
- 8.20 The proposal has sought to retain and build upon the design concept of the approved application, evolving the key design principles and refining detailing so that it respects the fine grain of the existing context. This is expressed through the proposal by the changes in brick tone, proportions, fenestration details, and varied rooflines, which break down the overall massing of the building so that it reads as a series of finer grained terraces, with each frontage responding differently to the character of the sites varied edges. The two proposed chimneys create additional roofline articulation and further help the scheme to weave into its context, of which are also proposed as active chimneys and will form part of the development's ventilation scheme. Overall, the proposed design incorporates the principles as outlined within the Mitcham's Corner Design Framework (MCDF) SPD and is acceptable.
- 8.21 Moreover, one of the main differences between the proposed scheme and extant scheme, is the location of the main access to the building. This has been moved from the corner facing the junction between Holme Croft Lane and Victoria Road, to the corner facing Home Croft Lane and Chesterton Road. This new entrance is considered to be an enhancement and is more legible as an entrance as Chesterton Road will provide a

higher footfall compared to Victoria Road/Holme Croft Lane, and is supported by the Urban Design Officer.

- 8.22 In terms of inclusive design, the Access Officer has been consulted on the application and has raised comments referring to the internal arrangements of the proposed accessible rooms and ensuring that all facilities are able to be used by all users. It is considered that these provisions and assurances can be secured via an informative, as they relate to national standards under the Equalities Act litigation. Given the proposed end use would not strictly fall within Use Class C3 (Residential Use), Officers consider that an informative is more appropriate in this instance.

#### Landscaping/External Spaces

- 8.23 The Landscape Officer has been consulted on the application and following the receipt of amended plans, support the application subject to conditions regarding hard and soft landscaping details, tree pit details and implementation of the green roof, all of which are recommended. The Tree Officer was also consulted on the application but did not provide any formal comments. Notwithstanding this, the Tree Officer was heavily involved in discussions at pre application and application stages and has confirmed their verbal acceptance of the proposed tree and landscaping works.
- 8.24 The proposed planting and soft landscaping along Chesterton Road frontage are supported and is an enhancement upon the extant scheme, which provided no planting at all within the public realm. This is encouraged within the MCDF SPD and is therefore supported. Unfortunately, due to the restricted space around the building, further tree planting could not be accommodated for without being detrimental to the safe and effective operation of the footpaths and cycle ways.
- 8.25 The proposals provide for an external courtyard within the centre of the built form. This will be solely accessible to the apart-hotel residents and, as demonstrated through the accompanying landscape plans, will be a high-quality landscaped environment with elevated planters, plant variety, external seating areas and a feature tree central to the space. Rain garden features, including dry and wet swales (as encouraged by the MCF SPD) are included in the courtyard design to create a boundary and further separate the private interfaces to the more public open spaces to minimise opportunities for overlooking into the surrounding ground floor suites facing into the courtyard. Whilst there are no amenity space requirements with an apart-hotel use, the inner courtyard will provide an external area for residents to enjoy and socialise in a landscaped environment.
- 8.26 The proposed landscape design and building's interaction at street level sees the removal of the existing ramp and stairs that serve the existing commercial units on Chesterton Road. The proposals remove this visual

clutter, allowing the proposed commercial unit to be accessible at grade level, which is an enhancement and allows access for all users.

### Conclusion

8.27 Overall, subject to conditions requesting details of all hard and soft landscaping, tree pit details, as well as material details and sample panels, the proposed development is a high-quality design that would enhance and improve the accessibility and visual appearance of the site. The proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 57 and 59, as well as the design principles set out within the MCDF SPD, and the NPPF.

### **8.28 Impact Upon Heritage Assets**

8.29 The site is within the Castle and Victoria Road Conservation Area and is immediately adjacent to a Building of Local Interest (BLI), the former Lloyds Bank. Directly opposite the site to the north is another BLI, The Portland Arms.

8.30 The Conservation Officer has been consulted on the application and has raised no objections subject to conditions requesting details of sample panel of proposed materials, window details, roof/eaves details, shop front design details and details for the protection of the former Lloyds Bank building (BLI). The condition regarding the material details is similar to the condition requested by the Urban Design Officer and therefore these details will be captured within one condition. The other conditions are also recommended.

8.31 In general terms, the proposals will be an enhancement of the Castle and Victoria Road Conservation Area, given that the existing building is noted in the appraisal as a building that detracts from the character and appearance of the Conservation Area.

8.32 There are two key views which the development was carefully designed to not result in visual harm upon the BLI assets identified. View 06 of the former Lloyds Bank building, looking west towards to the site, and View 07 looking down Victoria Road in an easterly direction. The design was altered slightly to reduce the visual dominance of the building upon the Lloyds Bank building in View 06, and the introduction of a chimney stack in View 07 reintegrates a sense of domestic design and form within the roofscape of the building which was previously not there in the extant scheme. Overall, when compared to the extant scheme, the scale and design is considered to be visually more in keeping with the character and appearance of the local area, with the design and detailing of the building considered to be an enhancement within the Conservation Area.

8.33 In conclusion, subject to the above conditions, the proposals are considered to enhance the character and appearance of the Conservation Area, whilst respecting the adjacent BLIs, in accordance with Policy 61 and 62 of the Cambridge Local Plan 2018, Sections 66 and 72 of the LBCA Act 1990, and the NPPF.

8.34 **Carbon Reduction and Sustainable Design**

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

8.36 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 policy states that for new non residential development, proposals should achieve 'Excellent BREEAM Level' for carbon emissions as well as achieve full credits for category Wat 01 for water efficiency.

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

8.38 The Sustainability Officer has been consulted on the application and raises no objections, subject to conditions regarding BREEAM pre design stage certification and post design certification, as well as a pre occupancy condition to ensure the water efficiency specification to achieve 5 Wat 01 credits is fully implemented. These conditions are recommended.

8.39 The proposed development will incorporate a range of measures to ensure the development is sustainable and reduces its carbon emissions. These include the provision of solar panels and blue/green roof areas, as well as soft landscaping. In addition, a basement has been incorporated to house attenuation tanks for rainwater and grey water harvesting. This is shown on the general arrangements plan for the basement with an area of 89m<sup>2</sup> set aside for water infrastructure. The greywater/rainwater collection has been sized to supply 75% of the toilet flushing demand. This is to be implemented prior to occupation to ensure this is in place.

8.40 The development is to provide an apart hotel use, with commercial floor space at ground floor level. Neither of these uses require an overheating impact assessment to be undertaken through Part O of Building Regulations. Notwithstanding this, the applicant is targeting to achieve overheating credits under the BREEAM assessment, by adopting the CIBSE methodology, which is very much supported. In addition, the provision of air source heat pumps will provide heating and cooling of the building, to further mitigate any potential overheating impact.

8.41 Subject to the above conditions, the proposals are considered to accord with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

8.42 **Biodiversity**

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

8.44 The Ecology Officer has been consulted on the application and raised no objections, subject to a condition securing ecological enhancements. The site is predominantly hard standing with a sealed surface and therefore any tree or shrub planting and the provision of a green roof, will provide an onsite BNG uplift.

8.45 The submitted Preliminary Ecological Appraisal (FPCR, 2023) identified the existing building as having low potential for roosting bats, specifically due to the hanging tile elements being in poor repair. Given the site is close to the river Cam, these features could be used for bat roosts, albeit this is very unlikely. It is recommended in the Appraisal that a single nocturnal emergence survey (conducted between May-August) is completed, in accordance with best practice guidelines issued by the Bat Conservation Trust. The results should inform the application rather than the survey being conditioned, as laid out in the Biodiversity SPD.

8.46 The applicant has undertaken and submitted a nocturnal survey which has concluded that no bat emergences were recorded. As such, in discussions with the Ecology Officer, only ecological enhancements which will secure the provision of bat boxes is recommended.

8.47 Subject to the above conditions, the proposed development would not result in adverse harm to protected habitats, protected species or priority species, and is compliant with policies 57 and 70 of the Cambridge Local Plan (2018), the Biodiversity SPD and NPPF.

8.48 **Water Management and Flood Risk**

8.49 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 165 – 175 of the NPPF are relevant.

- 8.50 The site is not located within the designated Flood Zone and therefore there is no risk of flooding as a result of the development.
- 8.51 The LLFA have been consulted on the application and had originally objected to the application due to the lack of details regarding surface water drainage features and how they were to be incorporated within the submitted drainage strategy. Following the receipt of additional information, the LLFA has removed their objection subject to conditions requesting the detailed design of the drainage strategy and how surface water run off will be avoided during construction works. These conditions are recommended.
- 8.52 Moreover, Anglian Water have also been consulted on the application and have raised no objections, subject to certain drainage plans being included on the list of approved plans. The siting of building works is very close to Anglian Water services and therefore the applicant is required to engage with them prior to works commencing. An informative will be attached to ensure the applicant is aware of their responsibilities in this regard.
- 8.53 Subject to the above conditions, the proposal is in accordance with Cambridge Local Plan 2018 policies 31 and 32 and the NPPF advice in respect of flood risk.
- 8.54 **Highway Safety**
- 8.55 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 8.56 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.57 The Local Highway Authority (LHA) has been consulted on the application and had raised a holding objection due to the lack of a dedicated taxi drop off/pick up layby to serve the development. Originally, the applicant was proposing to utilise the existing layby directly in front of the building on Chesterton Road for taxi drop off/pick ups, however there was concern that the layby was of insufficient width to prevent conflict between all users and vehicular traffic. In addition, the existing layby is also to accommodate delivery and servicing vehicles, which may have resulted in taxis not being able to use the layby when dropping off/picking up residents for the apart hotel. Local experience suggests that hotel guests may arrive and depart by taxi and use taxis for the duration of their stay, exacerbating the potential conflict between vehicles and pedestrians within the immediate area. This section of Chesterton Road is predominantly occupied by taxis picking up and dropping off people associated with the pubs and bars

within the immediate area and although the proposed development will be car parking free, due to the transient nature of the proposed apart hotel use, the number of guests arriving and leaving by taxi cannot be sufficiently controlled via any planning condition.

- 8.58 During the application process, the LPA has worked with the applicant, the LHA and the LPA's Access Officer, in overcoming the highway safety concerns raised by the LHA. The applicant now proposes a dedicated taxi drop off/collection point wholly within the site and under their ownership. The layby would allow sufficient separation from Chesterton Road to allow all users to be dropped off and picked up safely, away from the vehicular traffic travelling along Chesterton Road. The layby would be replaced with a dedicated taxi drop off zone specifically for guests of the apart hotel, similar to the situation at the University Arm's Hotel on Regent Street, which also does not have any dedicated car parking for occupants. Whilst there is a requirement by policy to provide at least one dedicated accessible car parking space, in discussions with the Access Officer, the dedicated taxi drop off/pick up zone would accommodate all sizes of taxis and enable all users to be picked up and dropped off safely, wholly off Chesterton Road, which has lessened the concern of the Access Officer. On balance, given the nature of the site being on a gyratory and limited space in which to provide car parking, Officers are satisfied this arrangement is acceptable.
- 8.59 The details of the layby including all appropriate signage and landscaping materials, will be secured via a condition. The LHA are satisfied with these new arrangements and have removed their objection.
- 8.60 In addition, there is space directly behind the dedicated taxi drop off point to allow delivery and refuse vehicles to pull up and park off Chesterton Road. This arrangement would prevent any conflict with other vehicles travelling along Chesterton Road and is satisfactory to the LHA.
- 8.61 The other concerns raised by the LHA included the provision of trees on Holme Croft Lane and Chesterton Road. The footway width along Holme Croft Lane is very narrow and insufficient to accommodate trees and as such, these have been removed from the scheme. As for the 1no. tree proposed along Chesterton Road, this was the only space available in which to accommodate a tree pit without detriment to the shared cycleway/footway, as well as the underground services. As aforementioned, tree pit details are to be implemented in accordance with the LHA specifications which will be secured via condition.
- 8.62 In response to the concern raised regarding the on street car parking competition at nearby streets, the car ownership of future occupants is likely to be very low. The apart hotel will provide an option for guests on business trips and vacations, who are unlikely to drive to the site and



therefore Officers are of the view that this situation is not sufficient to warrant a refusal of the application.

- 8.63 Another comment raised by the LHA is that the northeast of the site will project to within 3.66m (4 yards) of the public highway (Victoria Road) and will therefore be acting as a retaining structure for the highway. As such, under Section 167 of the Highways Act 1980, it is incumbent on the Planning Authority to consult with the Highway Authority to ensure that if the application is granted planning permission that the proposed basement walls have been designed to suitably support the public highway. A condition is recommended to secure these details prior to any works (including demolition) commencing on site in order to ensure the safe and effective operation of the highway.
- 8.64 Following the receipt of amended plans, the LHA have removed their objections, subject to conditions requesting a traffic management plan, tree planting specifications, construction of all paved areas, the permanent removal of existing vehicular access points and that no structure shall overhang the highway, which are all recommended to ensure the safe and effective operation of the highway.
- 8.65 Subject to the above conditions, the proposal accords with the objectives of Policy 80 and 81 of the Cambridge Local Plan 2018 and is considered to maintain the safe and effective operation of the highway, in accordance with NPPF advice.
- 8.66 **Transport Impact**
- 8.67 The County Council's Transport Assessment Team have been consulted on the application. Originally, they objected to the application due to the lack of information regarding the various uses within the development and the trips associated with them, as well as the expected vehicle trips on a daily basis for the development. Other concerns regarding cycle parking and the lack of information regarding how guests would travel to and from the site was also raised. It should be noted that the lack of a dedicated taxi drop off point is addressed above.
- 8.68 The Transport Assessment (TA) dated November 2023, prepared by Cannon Consulting Engineers makes assumptions that each guest makes 2 trips per day and that this would generate around 400 daily trips (based on an average guest occupancy of 201 guests). It states there would be a portion of guests who don't leave the hotel every day however there is no information to support this claim. The TA has referred to other existing apart hotel sites across the country, i.e Manchester, but none which are localised to Cambridge. As such, the Transport Assessment Team were unsatisfied with this initial approach and raised an objection.

- 8.69 The applicant submitted a formal response to these objection comments, dated 26<sup>th</sup> March 2024. The Transport Assessment Team have reviewed the response and have removed their objection, as of 22<sup>nd</sup> May 2024. The TA has adopted TRICS data to present the vehicle movements associated with a typical apart hotel and commercial unit end use. When accumulating vehicle trips of the proposed apart hotel and commercial unit, the total number of trips would not exceed those associated with the previous commercial use (Staples/Office Outlet), and therefore the impact upon the surrounding road network is considered to be less in this instance.
- 8.70 Furthermore, clarification has been provided on the amount of hotel trips proposed. On review of previous apart hotel applications, this demonstrates that the proposed trips are of a similar amount and is therefore acceptable. The Transport Assessment Team have therefore removed their objection.
- 8.71 A Travel Plan has been submitted with the application which sets out measures to encourage more sustainable modes of transport, which the applicant is encouraged to utilise and adhere to. As such, a condition is recommended to ensure this is complied with.
- 8.72 With regards to the provision of cycle parking, the applicant is willing to deliver more cycle parking on site to ensure there is an overprovision as opposed to delivering minimum standards. This will be further discussed under the Cycle Parking section below (Section 8.72).
- 8.73 A financial contribution of £49,000 is requested towards the Milton Road GCP improvements, as well as the provision of a Real Time Passenger Information (RTPI) stand at the bus stop on the other side of Chesterton Road. These will be secured via a S106 agreement, should planning permission be granted.
- 8.74 In conclusion, subject to the above conditions and S106 agreement, the Transport Assessment Team have removed their objections and are now supportive of the development. The proposed development is not considered to result in more vehicular trips than the previous commercial uses and therefore will not result in detrimental impact upon the surrounding road network, in accordance with policies 80 and 81 of the Cambridge Local Plan 2018, as well as the NPPF.
- 8.75 **Cycle and Car Parking Provision**
- Cycle Parking
- 8.76 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018)

requires new development to comply with the cycle parking standards as set out within Appendix L of the Local Plan.

- 8.77 For hotel uses (Use Class C1), Appendix L requires 2 cycle spaces per 10 hotel bedrooms. In accordance with these standards, a secure cycle store has been accommodated at ground floor level to serve future occupiers and staff. This will provide 14no. spaces (7no. Sheffield stands), and 40no. spaces within the two tier cycle stand, as illustrated on drawing no. 5PA-B2-XX-DR-A-000200 Rev E. This will provide a total of 54no. cycle spaces which would exceed the standards under Appendix L. These details will be secured via a condition to ensure the proposed store can accommodate a sufficient level of cycle parking. This is in response to the comments raised by the Transport Assessment Team who requested for further cycle parking to be provided in order to offset the lack of car parking on site.
- 8.78 For non-food commercial uses (Use Class E(a)), the standards within Appendix L are 2no. cycle spaces for every 5 members of staff and 1 visitor space per 50sqm up to 1500sqm. In accordance with these standards, 2no. cycle spaces are proposed within the building directly next to the commercial unit, with the visitor spaces being incorporated within the external no. 30 cycle parking spaces provided. These spaces are in accordance with the standards under Appendix L.
- 8.79 Due to the dedicated taxi drop off arrangements, and the requirement to maintain the width of the shared cycle/footway, the existing 30no. visitor cycle parking spaces on Chesterton Road are to be relocated around the building. These spaces will be provided along the Chesterton Road frontage (22no. spaces), and at the corner of Croft Holme Lane and Victoria Road (8no. spaces).
- 8.80 As part of the landscape proposals, a dedicated area accommodating scooter hire to is also proposed along the Chesterton Road frontage to ensure they do not obstruct the footway.
- 8.81 Subject to the above condition, the level of cycle parking proposed is an enhancement to the existing level and quality of cycle parking at the site and will result in an overprovision. As such, the development is in accordance with Policy 82 of the Cambridge Local Plan (2018) and the standards as set out within Appendix L.

#### Car Parking

- 8.82 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. The site is within a designated Controlled Parking Zone. Policy 82 also states that 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. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

- 8.83 The site is located on the fringes of the city centre and therefore no allocated car parking is proposed. Due to the arrangement and constraints of the site, the provision of onsite car parking would be difficult to achieve. The existing vehicular access via Chesterton Road is to be removed and replaced with landscaping and cycle/scooter parking. Given the nature of the proposed apart hotel use, where residents and visitors will be coming and going more frequently, people arriving by private car is very unlikely and therefore additional cycle parking and a new dedicated taxi drop off is proposed.
- 8.84 Furthermore, there is a bus stop directly located on the opposite side of Chesterton Road, as well as further up from the site to the north east. As aforementioned, a financial contribution towards to the provision of an RTPPI for the existing bus stop on the opposite side of Chesterton Road will be secured via the S106 agreement.
- 8.85 The proposal does not include the provision of an accessible car parking space. Despite this, given the provision of a dedicated taxi drop off/pick up point off Chesterton Road, which will be capable of accommodating all users, Officers consider this to be an acceptable arrangement to offset the lack of any accessible car parking provided.
- 8.86 Given the site is located within a sustainable location on the fringes of the city, as well as the overprovision of cycle parking and the local bus services available, the lack of any dedicated car parking spaces is supported, and the proposal accords with Policy 82 of the Local Plan.
- 8.87 **Amenity of Neighbouring Properties**
- 8.88 Policy 35, 55, 57 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. Criterion d) of Policy 60 is also of relevance to this section, as it refers to respecting the amenities of neighbouring properties.

#### Overlooking, Overbearing and Overshadowing Impact

- 8.89 There are neighbouring properties located to the west and north of the site, along Holme Croft Lane, Victoria Road and flats above commercial uses on Chesterton Road. The proposed building will be located approximately 17m from the residential properties along Holme Croft Lane; 14m from those on Victoria Road; and 23m from the flats on Chesterton Road. These distances are considered to reflect typical relationships between buildings on opposite sides of a road.

- 8.90 The height of the building is broadly the same as the extant scheme, with pitch heights measuring approximately 14.2m and 15m along Croft Holme Lane, when compared to 13.9m and 14.9m of the extant scheme. As for the Vicotria Road elevations, the tallest ridge height measures 13.8m, when compared to 13.5m of the extant scheme. It is acknowledged that there would be more massing added to the roofscape, which is more prevalent along Victoria Road than the other elevations, however the additional massing is slightly set back within the site, as opposed to being set in line with the elevation of the building. Overall, these differences are considered to be minor and would not result in any additional overlooking or overbearing impacts.
- 8.91 Given the distances as mentioned above; the minimal height differences between the proposed scheme and the extant scheme; and the positioning of proposed windows being similar between the two schemes, the proposed building is not considered to result in any significantly harmful overbearing or overlooking impact upon the surrounding neighbouring properties and is therefore acceptable.
- 8.92 Moreover, the applicant has submitted a Daylight/Sunlight (DS) assessment with the application (Consil, 2023). The assessment considers the daylight and sunlight amenity to 1 Milton Road, 1 & 2 Croft Holme Lane, 12-24 Victoria Road and Flats 125A and 125B Chesterton Road. All other neighbouring properties would comply with the preliminary 25-degrees line test, meaning that daylight and sunlight would not be adversely affected (see Appendix B of the DS assessment) and therefore BRE assessment is not required.
- 8.93 The assessment has been undertaken in accordance with the guidance provided by the BRE. For daylight, Vertical Sky Component (VSC) has been tested at the face of each neighbouring window. The BRE recommends that a window should retain 27% VSC, or at least 0.80 times the VSC in the existing conditions. Sunlight has been assessed using the Annual Probable Sunlight Hours (APSH) test and it is recommended that each window should retain at least 25% APSH, or at least 0.80 times the APSH in the existing conditions.
- 8.94 All the windows tested at 1 Milton Road and 1 & 2 Croft Holme Lane would comply with the BRE guidelines for both daylight and sunlight amenity.
- 8.95 Nos. 12-24 Victoria Road comprise 2-storey terraced houses to the north of the site and, overall, 14 of the 21 main windows would comply with the BRE guidelines using the VSC test. Where the guidance is not met, the deviations are considered to be minor, with each affected window retaining at least 0.70 times the daylight in the existing conditions, compared to the BRE recommendation of 0.80. Each window would also retain in excess of 21% VSC, figures that are generally accepted in urban areas.

- 8.96 Flats 125A and 125B Chesterton Road also show a minor discrepancy below standards, however, still receive good levels of daylight and therefore are considered acceptable in this urban location.
- 8.97 Given the proposed scale and height of the building will be broadly the same as the extant scheme, Officers consider that the minor deficiencies highlighted within the DS assessment are not sufficient to warrant a refusal of the proposal, and that all neighbouring properties will receive acceptable levels of light.
- 8.98 As such, the proposal is considered to be in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018 and is acceptable.

#### Wider Environmental Impacts

- 8.99 Policy 35 of the Cambridge Local Plan 2018 safeguards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 8.100 The Environmental Health Officer has been consulted on the application and had originally requested further information regarding the odour discharge associated with the restaurant and café uses. The applicant has provided "*kitchen ventilation strategy*" dated 26<sup>th</sup> February 2024 (WPL Consulting LLP), which confirms that no on site cooking will be undertaken and instead will have re-heating of food facilities and therefore no significant extract is required. Should these arrangements change in the future, a ductwork riser will be fitted and be able to extract odours at roof height, which the Environmental Health Officer is satisfied with, subject to a condition to ensure sufficient odour filtration/extraction is provided prior to any cooking on site commences.
- 8.101 In regard to noise impact, the applicant has submitted a *Noise Assessment Technical Report: R10290-1 Rev 3, dated 15<sup>th</sup> November 2023 (24 Acoustics)*. The assessment sets out noise mitigation measures in respect of the proposed plant noise as well as noise impact associated with the vehicular traffic and surrounding pubs and bars. The measures set out are acceptable to the Environmental Health Officer, subject to compliance conditions to ensure the development is carried in accordance with the above document, and a condition to secure details of a ventilation scheme to protect future occupiers from significant noise and disturbance, are recommended.

- 8.102 The Environmental Health Officer has recommended a range of conditions regarding the restriction of construction/work related delivery hours, hours of operation of the commercial unit, dust mitigation, piling methods and material management which are all considered reasonable and necessary in this instance.
- 8.103 In addition to the above, Officers considers that a condition requesting details of any artificial lighting should be imposed, given the site is located within the near proximity of neighbouring properties.
- 8.104 Subject to the above conditions, the proposal would not result in any significantly harmful impact upon the amenities of neighbouring properties as well as the amenities of future occupiers. The proposed development will comply with Policy 34 and 35 of the Cambridge Local Plan 2018.

### **Trees**

- 8.105 There are a couple of trees which are located around the existing building. One is located on the north west corner, at the junction between Holme Croft Lane and Vicotria Road, and the other is located at the south west corner, at the junction between Chesterton Road and Holme Croft Lane. The applicant has submitted an Arboricultural Impact Assessment (AIA) (LandArb Solutions, November 2023), and accompanying drawing no. LON.0632\_08\_B, which sets out the mitigation measures to retain both of these trees and how they will be protected during the resurfacing works of the pavement surrounding both trees. A condition is recommended to ensure the works are carried out in accordance with AIA.
- 8.106 During the application process, the applicant has engaged with the LPA's Tree and Landscape Officers, in providing as many trees within the site as possible. The MCDF SPD encourages soft landscaping provision along Chesterton Road however given certain constraints including the existing shared cycle/footway and the underground services, tree planting has been difficult to achieve. Despite this, a single tree and associated soft landscaping is being proposed along Chesterton Road which is the only location available for tree planting. As aforementioned, the trees originally proposed along Holme Croft Lane have been removed due to inadequate footway widths to accommodate the tree pits of these trees. Due to the gyratory nature of the site and limited external space, no other trees could be accommodated, and the Tree and Landscape Officers are satisfied with the outcome, subject to a condition to secure tree pit details, which is recommended. Therefore, the development is in accordance with Policy 71 of the Cambridge Local Plan 2018.

### **Other Matters**

- 8.107 A comment is raised amongst the representations received, in respect of anti-social behaviour. The Crime Prevention Officer has been consulted on the application and has raised no objections subject to conditions regarding security features for the cycle racks and gates to be secure and

locked at times during the night. These particulars will be relayed in form of informatives, to ensure the applicant is aware of their responsibilities regarding security of the premises and parking facilities. There is no direct evidence that occupiers of the apart-hotel would generate harmful levels of anti-social behaviour beyond any other form of visitor or residential occupation.

- 8.108 Regarding the mitigation against any potential contamination, the applicant has submitted a *Phase I Non-Intrusive Desk Study* and *Phase II Site Investigation* (by Risk Management, ref: RML 8177, dated 31<sup>st</sup> October 2023). The Environmental Health Officer is satisfied with the findings of these reports but has recommended a remediation condition to ensure that the future occupiers are protected from any potential contamination. This condition is considered to be reasonable and necessary in this instance.
- 8.109 Despite the Cambridgeshire Fire and Rescue Services being consulted, no comments have been submitted. Officers consider a condition to secure the provision of fire hydrants prior to occupation is both necessary and reasonable in this instance.

*S106: Planning Obligations*

- 8.110 The financial contributions sought are in regard to the provision of highway improvements, including the provision of RTPI and costs towards the GCP Milton Road highway improvements. Given that the majority of the occupants of the apart hotel would use the cycleways along Milton Road to access the site from Cambridge North train station, the number of trips predicted is proportionate to the £49,000 sought and is therefore considered to be acceptable in relation to the regulations under the Community Infrastructure Levy (CIL). Similarly, the contributions sought for the upgrading of the existing bus stop on the other side of Chesterton Road to install a RTPI board, is considered to be acceptable given that a high proportion of occupants would use the local bus services to access the city centre and surrounding areas of Cambridge.
- 8.111 **Planning Balance**
- 8.112 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 8.113 The proposed development will introduce a form of development which would enhance and create vitality within the area, as well as provide public realm improvements, on a currently and largely redundant site. The proposed design and scale would respect and enhance the character of the local area and non-designated and heritage assets, whilst respecting the amenities of local residents and future occupiers.



- 8.114 As such, Officers recommend approval, subject to conditions and informatives as set out below, as well as a S106 agreement.
- 8.115 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval, subject to the conditions set out below.

## **9.0 Recommendation**

### **9.1 Approve** subject to:

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

-A S106 agreement, the precise contributions and its wording to be delegated to officers.

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

## **10.0 Planning Conditions**

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

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

- 3) No development (including demolition) shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)

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

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

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

- 4) Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall include full details of monitoring, public communication, complaint handling and mitigation measures to be taken to protect local residents from noise and / or vibration. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory measures are in place to prevent noise disturbance upon existing and future residents (Cambridge Local Plan 2018 Policy 35).

- 5) 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:

- Addendum to surface water, SuDS and foul water drainage design statement with flood risk assessment, G.Boston , Ref: 9450, Rev: 2.0, Dated: 11th March 2024
- Surface water, SuDS and foul water drainage design statement with flood risk assessment, G.Boston , Ref: 9450, Rev: 1.0, Dated: 16th November 2023

and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

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

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

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

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

- 7) 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).

- 8) Within 12 months following first 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. 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).

- 9) The development hereby approved shall not be used or occupied until the water efficiency specification to achieve 5 Wat01 credits as set out within the submitted BREEAM Wat01 Water Efficiency Calculator has been implemented in full. Any changes to the proposed specification shall be submitted to and approved in writing by the local planning authority and will only be approved if the amended specification continues to achieve 5 Wat01 credits. The development shall be carried out in accordance with the approved details.

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

- 9B No development above base course (other than demolition and enabling/ utility diversion works) shall take place until a detailed scheme for the approved grey water harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water

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

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

9C No development above base course (other than demolition and enabling/ utility diversion works) shall take place until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

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

9D Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of rainwater used and the total volume of grey water recycled. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

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

The development shall be implemented in accordance with the

approved scheme.

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

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

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

- 12) 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).

- 13) No operational plant, machinery or equipment shall be installed until a noise insulation/mitigation scheme as required to mitigate and reduce to a minimum potential adverse impact has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

The combined rating level of sound emitted from all fixed plant and/or machinery associated with the development at the use hereby approved shall not exceed the rating level limits specified within the *24 Acoustics Noise Assessment Technical Report: R10290-1 Rev 3, dated 15<sup>th</sup> November 2023.*

Reason: To prevent any harm upon the amenities of the neighbouring properties (Cambridge Local Plan 2018 Policy 35).

- 14) The noise insulation scheme and mitigation requirements as stated within the *24 Acoustics Noise Assessment Technical Report: R10290-1 Rev 3, dated 15<sup>th</sup> November 2023* shall be fully implemented, maintained and not altered, unless otherwise agreed in writing by the local planning authority.

Reason: To prevent any harm upon the amenities of the neighbouring properties (Cambridge Local Plan 2018 Policy 35).

- 15) No development shall take place above ground level (except for demolition), until details of an alternative ventilation scheme for the habitable rooms of zones 1 and 2, as specified within the *24 Acoustics Noise Assessment Technical Report: R10290-1 Rev 3, dated 15<sup>th</sup> November 2023* to negate/replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority.

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

Reason: To prevent any harm upon the amenities of the neighbouring properties (Cambridge Local Plan 2018 Policy 35).

- 16) Operational deliveries to or dispatches from the site shall not be made outside the hours of 07:00 – 23:00hrs on Monday to Friday, 08:00 – 13:00hrs on Saturday or at any time on Sundays or public holidays.

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

- 17) Prior to any cooking being undertaken on site, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before any cooking commences and shall thereafter be retained.

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

- 18) The Class E use (commercial unit) hereby approved, shall not be open outside the hours of 07:00 and 23:00 hrs.

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

19) No development, with the exception of demolition and site clearance, shall commence until a detailed Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

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).

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

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

21) 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).

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

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

(ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting



Professionals Guidance Notices for the Reduction of Obtrusive Light – GN01/20 (or as superseded).

The scheme shall be carried out as approved and shall be retained as such.

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

- 23) No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. This shall include an assessment of the materials in relation to the Urban Heat Island Effect and their suitability. The details shall include joints and interfaces of all materials; external features such as the glazed link, entrance doors, entrance screens, porch and canopies, cladding systems, metal work, windows, roof cladding, soffits, external metal work, balustrades, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 28, 55, 56 and 57).

- 24) No brickwork above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high, has been constructed on site detailing the choice of cladding, brick, bond, coursing, special brick patterning (projected header bond, projected vertical and horizontal brickwork), mortar mix, type of jointing, coursing and colour, cladding, design and pointing technique. The details shall also be set out in an accompanying report which shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

- 25) No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the Local Planning Authority as

samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61).

- 26) Detailed drawings showing the design of the shopfronts shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61).

- 27) Details of the protection of the former Lloyds Bank during the demolition of the rest of the site to be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area and the Building of Local Interest. (Cambridge Local Plan 2018, policies 61 and 62).

- 28) Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service the site only between the hours of 09.30hrs - 15.30hrs, seven days a week.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 29) Prior to the commencement of works (including demolition), details of the proposed basement walls shall be submitted to and approved in writing by the local planning authority, in consultation with the Local Highway Authority. The development shall be carried out in accordance with the approved details.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 30) Any hard paving that abuts the public highway shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: In the interests of maintain the safe and effective operation of the adopted highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 31) Prior to the occupation the existing motor vehicle accesses to the site from Chesterton Road and Victoria Road be removed and returned to full faced kerbed footway and the footway reprofiled to suit the new full-face kerbs.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 32) No part of any structure shall overhang or encroach under or upon the public highway and no gate / door / ground floor window shall open outwards over the public highway, unless required as a fire exit.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 33) The proposed tree and planting area along the Chesterton Road frontage shall be constructed in accordance with the requirements of Appendix 23 of Cambridgeshire County Council's Housing Estate Road Construction Specification.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 34) Prior to the commencement of any works associated with the proposed taxi drop/pick off layby, details of all landscaping and materials, as well as appropriate signage to direct drivers, will be submitted to and approved in writing by the local planning authority. The layby shall be implemented in accordance with the approved details and shall be retained as such.

Reason: To ensure the safe and effective operation of the adopted highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 35) The development hereby approved, shall be operated in accordance with the details contained within the *Travel Plan (Cannon Consulting Engineers, November 2023)*.

Reason: To ensure the development encourages sustainable modes of transport (Cambridge Local Plan 2018 Policy 81).

- 36) The works hereby approved, shall be carried out in accordance with the mitigation measures as set out within the *Arboricultural Impact Assessment (AIA) (LandArb Solutions, November 2023)* and accompanying drawing no. LON.0632\_08\_B.

Reason: To ensure that no harm is brought upon the existing trees within the site (Cambridge Local Plan Policy 71).

- 37) No development above slab level, other than demolition shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out in accordance with the approved details.

Reason: To conserve and enhance ecological interest (Cambridge Local Plan 2018 Policy 57 and 70).

- 38) No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected
- f) an implementation programme.

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

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

- 39) Prior to the commencement of any landscape works hereby approved, full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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

40) 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).

41) Prior to the occupation of the development hereby approved, the details of the proposed two tier cycle parking store as illustrated on drawing no. LON.0632 EN 004 J 0001 (Illustrative Landscape Plan), shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure there is sufficient and easily accessible cycle parking to serve the development (Cambridge Local Plan Policy 82).

42) Prior to the occupation of the development hereby approved, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the safety of future occupiers against fire risk (Cambridge Local Plan policies 55, 56, 57 and 58).

43) The apart-hotel and/or serviced apartment units hereby permitted, shall only be occupied for short-term accommodation, and shall not be used or occupied by any person(s) permanently as their home nor occupied or let upon any terms which provide or confer security of tenure. Short-

term accommodation in this instance is defined as not being occupied for a period of more than 90 days in one visit by the same person(s), with no return by said persons for a period of 30 days and no personal possessions other than those of the owner associated with the holiday let shall remain there.

The owner shall keep a written record of the occupants of the accommodation hereby approved (including permanent address of occupants and dates during which they occupy the accommodation). The written record shall be made available within one week of the date of a written request by the Local Planning Authority.

Reason: The application is for short-term accommodation only, and a more permanent form of accommodation would be contrary to Policy 77 of the Cambridge Local Plan 2018.

44) The commercial unit hereby approved, shall only be used for purposes which fall within Use Class E(a) of Town and Country Planning (Use Classes) Order 2020 (as amended), and for no other uses.

Reason: To provide a shop use within an area which is designated as a district centre (Cambridge Local Plan 2018 Policy 72).

## 11.0 Informatives

- 1) To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:
  - 6: Requirements for Specific Lighting Schemes
  - 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
  - 8: Further technical guidance related to noise pollution
- 2) 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. A separate permission must be sought from the Highway Authority for such works.
- 3) Before the existing building is demolished, the applicant should contact the Council's Building Control Department to establish the way in which the equipment will be dismantled, including any asbestos present, the

removal of waste, minimisation of dust, capping of drains and establishing hours of working operation.

- 4) The cycle store being provided at ground level should have suitable locks on them, and the premises should have appropriate security at all times to help prevent crime.
- 5) The development will be located close to services which are under the management of Anglian Water. The applicant will need to engage with Anglian Water prior to commencing with any of the works.
- 6) All accessible rooms should be provided with facilities which can be used by all users, with at least two rooms having a fitted hoist system, in accordance with British Standard 8300.

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#### Background Papers:

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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPD

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<b>Planning Committee Date</b>	24 July 2024
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joanna Davies
<b>Reference</b>	24/0413/TTPO
<b>Site</b>	Sturton Street
<b>Ward / Parish</b>	Petersfield
<b>Proposal</b>	Excavate a trench to sever roots of protected trees and install a root barrier to prevent future growth in the vicinity of 193 Sturton Street
<b>Presenting Officer</b>	Joanna Davies
<b>Reason Reported to Committee</b>	Application has been called in, objections to the proposed removals have been received from residents, and Friends of St Matthew's Piece
<b>Recommendation</b>	Grant consent

## 1.0 Executive Summary

- 1.1 In 2022 tree work application 22/0271/TTPO was received to reduce the height by 5m and spread by 4m of three London Plane trees located within the grounds of St Matthews Centre opposite 193 Sturton Street. This application was refused at committee because of incomplete data supporting the application, the lack of heave assessment and the lack of information regarding the installation of a root barrier.
- 1.2 In 2023 the subsequent application 23/0119/TTPO was received to fell the three London plane trees opposite 193 Sturton Street. This application was also refused at planning committee because the damage associated with the retention of the trees was not considered to outweigh their amenity value and a material loss of public amenity value, including harm to the conservation area which would result from their loss.
- 1.3 The current application concerns the same three trees and the subsidence damage to 193 Sturton Street. However, following the refusal of previous applications to manage the trees above ground the current application seeks to manage the trees below ground by removing and preventing the regrowth of roots in close proximity to 193 Sturton Street.
- 1.4 Numerous objections to the trees' removals have been received from residents, and other groups but this application does not seek to remove or prune the trees.
- 1.5 As part of the previous application an independent chartered structural engineer, confirmed technical data supports a causal link between the trees and damage to the building and that the risk of heave associated with tree removal is minimal. This led to the previous decision not refuting the alleged damage.
- 1.6 Authorities are encouraged to bear in mind that they may be liable to pay compensation for loss or damage as a result of refusing consent or granting consent subject to conditions. Underpinning 193 Sturton Street is a likely result of refusing permission to install a root barrier. Therefore, any claim for compensation would be expected to increase.
- 1.7 Members may refuse consent, grant consent unconditionally or grant consent subject to conditions/informatives.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	X
Conservation Area	X	Listed Building	NA

\*X indicates relevance

- 2.1 The St Matthews Centre is located on the corner of Sturton Street and New Street within the Mill Road conservation area. The TPOd trees on the west, north and east boundaries of St Matthews Centre form part of a larger group that extends into the adjacent St Matthews Piece, one of the three open spaces cited to have significance in the conservation area appraisal.
- 2.2 The three subject trees are located on the west boundary of St Matthew's Centre. They form part of the visually significant group that bounds the Centre and the

adjacent St Matthew's Piece. The three subject trees are located within the line of 13 trees that run the full length of the combined boundary with Sturton Street.

### 3.0 Relevant Site History

Reference	Description	Outcome
22/0271/TTPO	Reduce the height of 3 London Plane trees by 5m and spread by 4m	Refused
Reference	Description	Outcome
23/0119/TTPO	Remove (fell to ground level) 3 London Plane trees	Refused

### 4.0 Legislation and Policy

4.1 Town and Country Planning Act 1990 Part VIII Chapter I and Town and Country Planning (Tree Preservation) (England) Regulations 2012. Tree Preservation Order number 04/2005. National Planning Policy Framework (NPPF). Planning Practice Guidance (PPG)

### 5.0 Consultations

5.1 The application was published on public access in addition to standard councillor and extended resident consultation. A Site Notice was issued for display. The consultation was updated to correct the description of works, which was originally validated with the inclusion of a crown reduction cited in the arboricultural report but not proposed as part of the current application.

### 6.0 Third Party Representations

6.1 Comments have been received from a large number of local residents, councillors and The Friends of St Matthew's Piece. These can be viewed in full via Public Access using the reference 24/0413/TTPO. Pertinent comments are consolidated and summarised in the table at Appendix 1 and a response provided.

### 7.0 Member Representations

7.1 The application has been called in by Cllr Davey.

7.2 Full details of all representations are available on the Council's website.

### 8.0 Assessment

#### 8.1 Planning Considerations

Amenity – Do the trees still make a significant contribution to the character and appearance of the area?

Condition/Nuisance – Are the works proposed excepted from the requirement to apply for permission in accordance with 14 and 15 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

Justification for Tree Works – Are there sound practical or arboricultural reasons to carry out tree works?

- i. What is the justification
- ii. Is there a financial consideration
- iii. Is there a health and safety consideration
- iv. Does the nuisance out way the benefit of retention

## 8.2 **Officer Assessment**

8.3 Amenity – St Matthew’s Centre visually forms part of St Matthews Piece, one of two important open spaces with public access in the Mill Road Conservation Area. As cited in the conservation area appraisal its mature trees are important in long and short views. The trees are highlighted on the Townscape Analysis Map as Important Trees/Tree Groups. Officer opinion is that the trees have a significant amenity value.

8.4 Condition/Nuisance – Section 14.-(1)(a)(ii) of The Town and Country Planning (Tree Preservation)(England) Regulations 2012 states that nothing shall prevent the cutting down, topping, lopping or uprooting of a tree in compliance with any obligation imposed by or under an Act of Parliament or so far as may be necessary for the prevention or abatement of a nuisance. The courts have held that nuisance must be actionable in law, where it is causing, or there is an immediate risk of it causing actual damage. However, when deciding what is necessary to prevent or abate a nuisance consideration should be given to steps other than tree work.

8.5 Justification for Works – It is alleged that the trees are responsible for root induced clay shrinkage subsidence damage to 193 Sturton Street.

8.6 Submitted evidence supporting the alleged damage was reviewed by an independent structural engineer 2023 who concluded that;

- the technical site inspections are in accordance with current best practices and no further inspection methodologies would provide additional benefit to the technical assessment and conclusions.
- on the balance of probability there is a causal link between the trees, the underlying geology and damage to the building.
- the heave assessment methodologies are in accordance with current best practices in relation to tree related subsidence and
- the conclusion that the risk of heave is minimal is concurred with.

## 8.7 **Observations and Implications**

8.8 The Planning Practice Guidance (reference ID 36-090-20140306) states that when considering an application for consent the local authority should:

- assess the amenity value of the tree or woodland and the likely impact of the proposal on the amenity of the area;
- consider, in the light of this assessment, whether or not the proposal is justified, having regard to the reasons and additional information put forward in support of it;
- consider whether any loss or damage is likely to arise if consent is refused or granted subject to conditions;

- consider whether any requirements apply in regard to protected species;
- consider other material considerations, including development plan policies where relevant; and
- ensure that appropriate expertise informs its decision.

- 8.9 Officers have considered the amenity value of the trees and have concluded that their amenity value is significant. In this regard officers note that the trees are in a conservation area and give very considerable importance and weight to the contribution that the amenity value of the trees makes to the character and appearance of the conservation area. Officers have taken into account section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requiring it to pay special attention to the desirability of preserving or enhancing the character and appearance of that area. It is accepted that the loss of the trees would harm the character and appearance of the conservation area and that this harm must carry great weight in accordance with the NPPF and the principles of relevant policies in the Council's adopted development plan including policies 14, 55, 59, 61, 67, 69 and 71, which seek to protect amenity to which the trees contribute in terms of, history, character and appearance and in terms of ecology/biodiversity and other environmental considerations. Taking all of the above into account, officers believe that the amenity value of the trees is high and carries substantial weight.
- 8.10 However, the tree team is satisfied that evidence demonstrates on the balance of probability that there is a causal relationship between the trees and the damage to the subject property. The work proposed will remove the trees' influence on soil moisture beneath the subject property's foundations allowing the property to stabilise and superstructure repairs to be carried out. In this regard, the tree team is of the view that the works for which consent is sought is justified.
- 8.11 Installing a root barrier is one alternative to tree removal or crown management, which has been refused in the past following previous applications, but installing a root barrier is a more costly solution. The cost of installing a root barrier has been estimated to be in the region of £80,000. The other alternative to tree loss/management is underpinning. Underpinning the property would allow for future changes in soil volume without additional damage to the building. The cost of underpinning has been estimated at £120,000. In the event that this application is refused, it is expected that 193 Sturton Street would be underpinned at the greater cost, a cost that could be claimed from the Council.
- 8.12 Installing a root barrier is an accepted alternative to tree loss/crown management and a solution that the Council has effected previously to mitigate tree related subsidence caused by its own trees in Alexander Gardens.
- 8.13 The PPG is clear that in taking a decision on an application for consent to carry out works to a protected tree, authorities should bear in mind that they may be liable to pay compensation for loss or damage as a result of refusing consent or granting consent subject to conditions, but that where the authority believes that some loss or damage is foreseeable, it should not grant consent automatically, but should take this factor into account alongside other key considerations, such as the amenity value of the tree and the justification for the proposed works before reaching its final decision.
- 8.14 The application does not require any crown management therefore will not result in a loss of amenity value. As it is accepted that on the balance of probabilities there is a causal link between the damage to 193 Sturton Street and the trees and the alternative to the root barrier would be underpinning at an increased cost, refusal is not recommended by officers.

8.15 However, when the Council considers amenity it must also consider the long term impact of the proposed works on tree health and therefore future amenity value. The proposed root barrier will be installed between 193 Sturton Street and the subject trees at a distance, stated in the method statement submitted by the applicant, of 7m from the trees. While this is within the root protection area (RPA) of the trees as calculated using the British Standard 5837 2012 Trees in relation to design, demolition and construction – Recommendations, the RPA is not the extent of a tree's root system and additional rooting volume outside the RPA is available to the trees to compensate for the loss of roots caused by the installation of the root barrier in the road. Consideration has also been given to the species tolerance to construction activity and root loss. Plane trees have a high tolerance to construction activity therefore the works that might cause significant damage to some tree species have a minimal impact on Plane. This does not suggest that the proposed work is not without risk. However, with consideration of the impact tree roots are having on soil moisture beneath the foundations of 193 Sturton Street, the greater impact alternative methods of controlling root growth (pruning/felling) would have on amenity, the increased cost of underpinning the property and potential increased cost of any associated claim against the Council following a refusal and the species tolerance of construction pressures, provided the location of the barrier is controlled and the works are carried out in accordance with best practice, the risk of material harm to the trees is considered to be acceptable.

## 9.0 Options

10.0 The application is required to allow the Council to consider justification for the works proposed and balance this against the impact on public amenity. The justification is continued movement of the foundations of 193 Sturton Street resulting from tree related moisture loss. As the proposal will have no impact on trees above ground their amenity value will be unchanged. The application is considered by officers to be justified therefore and a recommendation to **grant consent** is made, subject to standard conditions, limiting the proximity of the barrier to the trees and ensuring works are carried out in accordance with best practice.

### 1. Grant consent (RECOMMENDATION) subject to conditions.

- a. The precise location of the barrier will be as close to the west edge of Sturton Street as constraints allow and a minimum of 7 metres from the London Planes.
- b. Excavations are to be carried out in accordance with Volume 4 NJUG (Nation joint Utilities Group) Guidelines for the Planning, Installation and Maintenance of utility apparatus in Proximity to Trees.

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## Background Papers:

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

- [Historic 22/0271/TTPO 22/0271/TTPO | T1, T2 & T3: London Plane - Reduce height by ~5m and spread by ~4m balancing crown of all 3 trees. Prune on a triennial cycle to maintain broadly at reduced dimensions. | St Matthews Centre and St Matthews Piece Sturton Street Cambridge Cambridgeshire CB1 2QF \(greatercambridgeplanning.org\)](#)
- [Historic 23/0119/TTPO 23/0119/TTPO | T1 London Plane of the Crawford's Addendum Report - Arboricultural Recommendations Works: Remove \(fell\) to ground level and](#)

treat stumps to prevent regrowth. T2 London Plane of the Crawford's Addendum Report - Arboricultural Recommendations Works: Remove (fell) to ground level and treat stumps to prevent regrowth. T3 London Plane of the Crawford's Addendum Report - Arboricultural Recommendations Works: Remove (fell) to ground level and treat stumps to prevent regrowth. Reason: Clay shrinkage subsidence damage at 193 Sturton Street, CB1 2QH | St Matthews Centre Sturton Street Cambridge Cambridgeshire CB1 2QF (greatercambridgeplanning.org)

- 24/0413/TTPO | The works involve digging a trench to severe roots of protected trees, the trees are as described in the arb report. The trench is as described in the method statement in terms of its length, depth and location. The reason for the works is the tree-related subsidence to the property. | 193 Sturton Street Cambridge Cambridgeshire CB1 2QH (greatercambridgeplanning.org)

Appendices:

Appendix 1 Consultee Comments

Appendix 2 Response Friends of St Matthews Piece Objection

Appendix 3 Location Plan

Appendix 4 TPO Plan

## Appendix 1

Consultee comments have been summarised and consolidated.

Comment	Officer Response
Threats to the trees have previously been dismissed	The decision on 23/0119/TTPO accepts a causal link between the trees and damage to the property but determined that the proposed removal of the trees was a disproportionate response given the detriment to amenity that would have arisen and alternatives that are available
The proposed root pruning would kill or seriously damage trees T1, T2 and T3 and an additional tree immediately to the south	Plane trees are tolerant of construction pressure and sufficient critical rooting volume is expected to remain to sustain overall tree health
It is technically unsupported that the trees are causing damage 193 Sturton Street	Following assessment of evidence supporting the claim that trees are a contributing factor to damage, an independent structural engineer concluded that technical site inspections are in accordance with current best practices and no further inspection methodologies would provide additional benefit to the technical assessment and conclusions and that on balance there is a casual link between the trees, the underlying geology, and the damage to the building.
Loss of amenity	The proposal seeks permission to install a root barrier, no work is proposed to tree canopies.
Barrier is proposed only 5m from trees and within the RPA	The submitted methodology proposes the barrier 7m from the trees, this can be conditioned in any approval.
The necessary root pruning will destabilise the trees and cause the canopy to die-back	At 5 or 7 metres stability roots would be unaffected. Sufficient critical rooting volume would remain to sustain overall tree health
Petersfield has poor tree cover and every tree matters	The proposal seeks to retain the trees without management
Limited public consultation	Interested parties are encouraged to register on public access to ensure they are consulted on relevant applications. There are no legal requirements for a council to consult on tree work applications therefore the extent of consultation is not a reason for refusal.
No planning application has been submitted to prune roots of the tree south of T1	The application is to install a root barrier. As part of the council's assessment



	consideration is given to the impact on all protected trees.
The uptake of water and mineral nutrients by the root system takes place via the fine non-woody roots (typically less than 0.5 mm diameter) and associated beneficial fungi (mycorrhizae). Their survival and functioning are essential for the health of the trees. Also the fine, hair-like root tips of trees join together with microscopic fungal filaments to form the basic links of an underground network.	Subject to suitable protection and excavation/pruning techniques the installation of a root barrier to one side of the trees is expected to have no material impact on the overall health of individuals or the remainder of the group.
Lowering water table is most likely cause of moisture reduction is soil below foundations.	Submitted evidence supports the claim of tree related moisture loss.
TPO implies a presumption against removal	A TPO is served to prevent unjustified and harmful works to trees of value.
The works would breach Local Plan Policies 14, 23, 55, 56, 61, 67 and 71 and National Planning Policy Framework sections 91, 92 and 96.	<p>The Council is obliged to consider the merits of any tree work application in accordance with The Town and Country Planning Act 1990 and the 2012 Regulations (The Act). While the principles of relevant policies in the Council's adopted development plan forms part of the assessment they do not outweigh the responsibilities placed on councils under The Act. The council must therefore determine whether or not sufficient justification has been submitted to permit consent for works that will result in the loss of trees of value.</p> <p>As the current application does not include crown management the amenity value of the trees is preserved.</p>

## Appendix 2

Responses to Friends of St Matthews Piece Objection and Supplementary objection to 24/0413/TTPO. Numbers relate to the pertinent sections of the objections which are too extensive to include as an appendix but can be located on the council's web site or copies obtained from the case officer.

### Objection

#### 2.1 What is the crucial guidance?

*The crucial guidance on tree work application decision making is Planning Practice Guidance Tree Preservation Orders and trees in conservation areas. BS 5837 is a British Standards Publication that gives recommendations and guidance on the relationship between trees and design, demolition and construction processes. It sets out the principles and procedures to be applied to achieve a harmonious and sustainable relationship between trees and structures. While elements of BS 5837 mirror pertinent considerations when assessing tree work applications, its primary purpose is to aid the appropriate consideration of trees in relation to development. In this regard, BS5837 was pertinent to the cited Westminster appeal referenced APP/ X5990/ V/ 19/ 3240661.*

#### 2.2.1 T1, T2 & T3 are Category A trees

*The amenity value of the trees is not contested. Whether utilising TEMPO (tree evaluation method for preservation orders, Helliwell (an economic asset tree valuation method), CAVAT (capital asset value for amenity trees) or BS5837 their value is significant.*

#### 2.2.2 and 2.3 A tree's Root Protection Area (RPA) and its fundamental importance in BS 5837:2012

*A tree's critical rooting volume is of fundamental importance not just in BS 5837 but when considering any excavation or other potentially harmful activity in the vicinity of trees. Also of fundamental importance is a tree's tolerance to root pruning/disturbance. As cited at 1.8.1 of Appendix 3 of the objection London Plane is one of the few tree species capable of surviving and thriving in densely built urban environments and tolerating high levels of atmospheric pollution. In addition to its tolerance to pollution London Plane has a high tolerance to pruning and other construction pressures.*

*While represented as an area the RPA is actually a volume of soil that assumes a typical rooting depth of one metre. However, trees grow entirely in response to their surroundings and where rooting volume is restricted will grow to greater depths. Given the confines associated with manmade structures in the nominal RPA of the trees and moisture loss at depth beneath the foundations of 193 Sturton Street, it is clear that they are utilising soil at a greater depth than one metre. Therefore calculating a reduction in critical rooting volume based on area and not volume will not give results representational of the actual site conditions. In addition the RPA is not the extent of the root system, therefore, and within reason, the RPA can be adjusted in shape without reducing the volume because a tree is utilising rooting area located beyond or below the nominal RPA.*

#### 2.4 The further impact of 24/0413/TTPO on the RPAs of T1, T2 & T3

*Submitted plans are not to scale and are indicative. The accurate location of trees is not required in a tree work application. It must however be clear to which trees the application relates. The precise location of the barrier has not been provided in plan form and will*

*depend on site conditions currently unknown. The location specified is 7m between trees and barrier. This can be conditioned.*

### 3.0 Is there a valid case for these works?

*The applicant has not provided additional evidence to support the subsidence claim. However officers remain satisfied that evidence provided in previous applications, and supported by an independent chartered structural engineer, demonstrates on the balance of probability that there is a causal relationship between the trees and the damage to the subject property. The previous application to fell the trees was refused because the damage associated with the retention of the trees was not considered to outweigh their amenity value. It was not refused because of lack of evidence to support the claim, unlike the previous applications, which did lack evidence.*

*The current application seeks to preserve amenity value by retaining the trees and installing a root barrier to remove the trees' influence on soil moisture beneath the subject property's foundations allowing the property to stabilise and superstructure repairs to be carried out.*

## Supplementary Objection

### 1.0 RPAs – Sacrosanct under BS 5837

*As previously explained, the primary purpose of BS 5837 is to aid the appropriate consideration of trees in relation to proposed development. Notwithstanding this BS 5837 is a set of recommendations aimed to guide the user. It should not be quoted as if it were a specification and particular care should be taken in relation to claims of compliance and non-compliance.*

*While an assessment of the impact of the root barrier on tree health by the applicant might have been helpful, the applicant is not required to make reference to BS 5837.*

### 2.0 Which RPAs would 24/0413/TTPO damage?

*As part of their assessment officers have considered the impact of the proposed on all protected trees. Given the open nature of the land to the west of the tree to south of T1 and its greater distance to the property the overall impact on the tree's rooting volume is considered to be negligible.*

### 3.0 Reminder of the Significance of St Matthew's Piece's Trees

*The amenity value of the trees is not contested. Officers believe that the amenity value of the trees is significant and that this should carry substantial weight.*

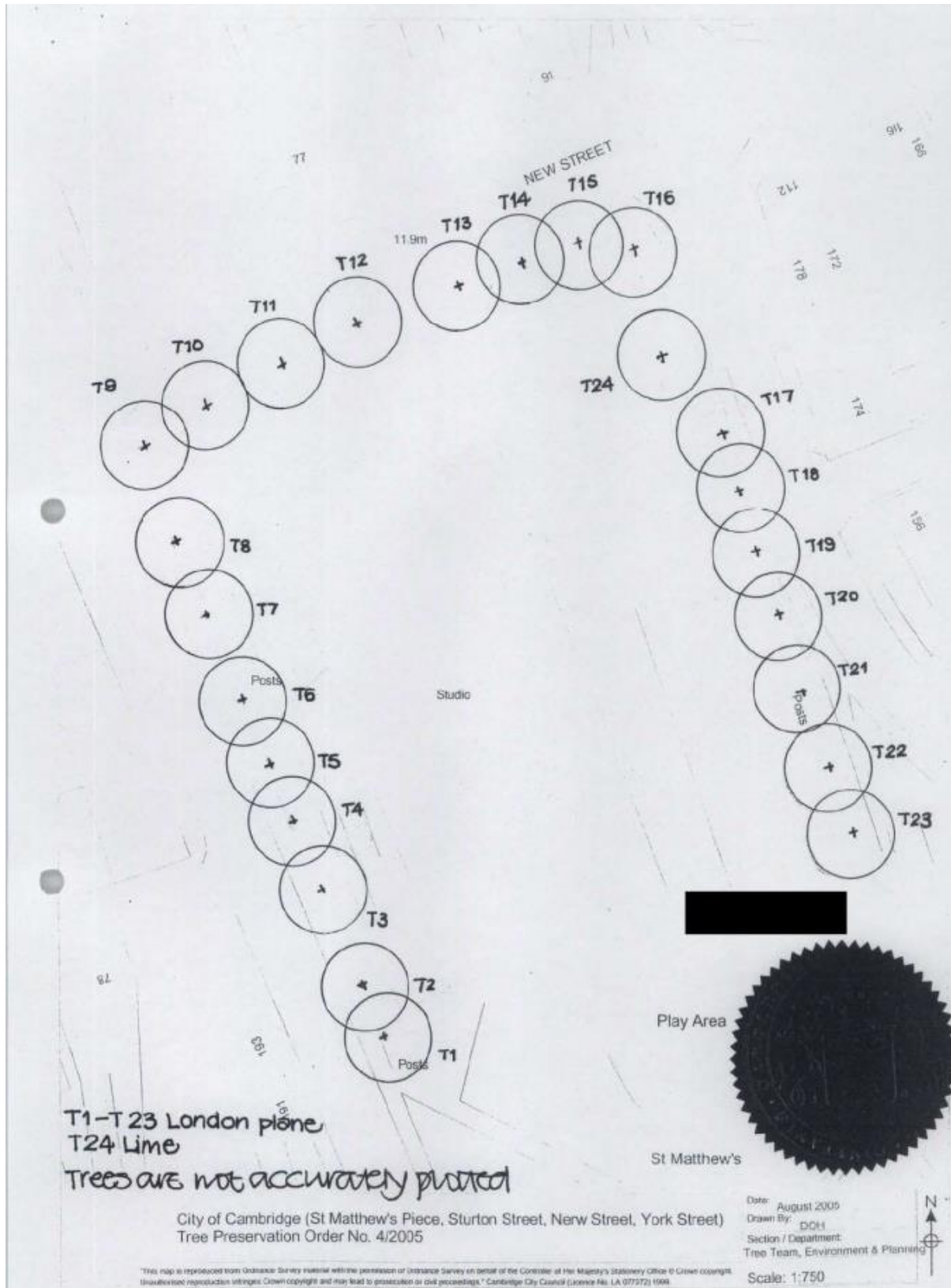
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Appendix 3



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Appendix 4



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Greater Cambridge Shared Planning  
Cambridge City Council - Appeals for Committee



GREATER CAMBRIDGE  
SHARED PLANNING

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

REFERENCE	SITE ADDRESS	DETAILS	DECISION	DECISION DATE	PLANNING DECISION
EN/00388/23 (APP/W0530/C/24/3338854)	106 Cherry Hinton Road Cambridge Cambridgeshire CB1 7AJ	This relates to planning application 23/01173/FUL. Despite withdrawal of this application construction has continued on site continuously both while it was a live application and since it has been withdrawn. Earlier this week foundations and a floor have been constructed on a similar footprint to the withdrawn application. Ventilation and extraction equipment have also been installed. This clearly is a serious breach and contempt for the planning process. Before (April 9) and after (June 6) can be seen in attached photos. Related Planning Reference: 23/01173/FUL Date breach occurred: 05/06/2023	Appeal Withdrawn	01/07/2024	Appeal against enforcement notice
23/01362/FUL (APP/Q0505/W/23/3335278)	17 - 19 Radegund Road Cambridge Cambridgeshire CB1 3RH	Erection of 2no two-storey dwellings to the rear of 17-19 Radegund road	Appeal Dismissed	05/07/2024	Refusal of planning permission (Delegated Decision)

## Appendix 2: Appeals received

REFERENCE	SITE ADDRESS	DETAILS	DATE LODGED
23/01706/FUL (APP/Q0505/W/24/3347091)	27-29 Clayton Hotel Station Road Cambridge Cambridgeshire CB1 2FB	Erection of an extension to the rear of the hotel to provide 37 additional guest rooms plus other associated works.	26/06/2024

## Appendix 3a: Local Inquiry dates scheduled

REFERENCE	SITE ADDRESS	APPELLANT	EVENT DATE
EN/00222/23 (APP/Q0505/C/24/3342331)	Charter House 62 - 68 Hills Road Cambridge Cambridgeshire CB2 1LA	Unex (NO.16) Limited	06/08/2024

## Appendix 3b: Informal Hearing dates scheduled

NO RESULTS

## Appendix 4: Appeals Awaiting Decision from Inspectorate

REFERENCE	SITE ADDRESS	DETAILS	REASON
23/00567/ADV (APP/Q0505/Z/23/3324786)	Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS	Installation of 1no 86 inch LCD screen capable of showing illuminated static displays in sequence.	Refusal of planning permission (Delegated Decision)
23/00566/FUL (APP/Q0505/W/23/3324785)	Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS	Installation of a modern, multifunction Hub unit featuring an integral advertisement display and defibrillator	Refusal of planning permission (Delegated Decision)
23/00962/ADV (APP/Q0505/Z/23/3325985)	3-4 Market Hill Cambridge Cambridgeshire CB2 3NJ	Retention of 2no non-illuminated fascia signs, 2no non-illuminated double sided projecting signs, delivery drivers ID signage, manifestations to entrance doors glazing windows and 4no barrier banners in RAL 2003 with screen printed white logo.	Refusal of planning permission (Delegated Decision)

23/01238/LBC (APP/Q0505/Y/23/3327462)	3-4 Market Hill Cambridge Cambridgeshire CB2 3NJ	Retention to install of 2no non-illuminated fascia signs, 2no non-illuminated double sided projecting sign, delivery drivers ID signage, manifestations to entrance doors glazing windows and 4no barrier banners in RAL 2003 with screen printed white logo.	Refusal of planning permission (Delegated Decision)
23/00804/FUL (APP/Q0505/W/23/3323216)	37 Natal Road Cambridge Cambridgeshire CB1 3NS	Erection of 5No. dwellings following demolition of existing bungalow	Refusal of planning permission (Delegated Decision)
23/01039/FUL (APP/Q0505/W/23/3333426)	45 Highworth Avenue Cambridge Cambridgeshire CB4 2BQ	Residential redevelopment comprising two detached dwellings to the rear with garages on the site frontage along with cycle parking and associated infrastructure following demolition of existing buildings on site. Resubmission of 22/05407/FUL	Refusal of planning permission (Committee Decision (Area/Main))
22/03677/FUL (APP/Q0505/W/24/3337163)	104A Flat At Mill Road Cambridge Cambridgeshire CB1 2BD	Alteration to existing maisonette, addition of dormers to second floor, first-floor rear extension and ground floor rear extension to form 3no 1 bedroom self-contained flats	Refusal of planning permission (Delegated Decision)
23/01554/FUL (3335078)	Land Adjacent To Grafton House Maids Causeway Cambridge Cambridgeshire CB5 8DD	Erection of new office building (use class E) and associated development, infrastructure and works	Refusal of planning permission (Committee Decision (Area/Main))
23/00456/FUL (APP/Q0505/W/23/3331695)	12 Silverwood Close Cambridge Cambridgeshire CB1 3HA	Residential development consisting of 1no. one and half storey detached dwelling with associated access, parking and amenity (revised proposal following a withdrawal).	Refusal of planning permission (Delegated Decision)
23/03417/FUL (3336796)	184 Thoday Street Cambridge Cambridgeshire CB1 3AX	Two storey side and single storey rear extensions and change of use from 6 bed HMO (C3) to large 6 bed HMO (8 people) sui generis, along with bike shed storage to the rear.	Refusal of planning permission (Committee Decision (Area/Main))
EN/00222/23 (APP/Q0505/C/24/3342331)	Charter House 62 - 68 Hills Road Cambridge Cambridgeshire CB2 1LA	Alleged erection of a sculpture 'The Cambridge Don' without permission	Appeal against enforcement notice
23/00277/FUL (APP/Q0505/W/24/3338964)	47 Histon Road Cambridge Cambridgeshire CB4 3JD	Two bed dwelling	Refusal of planning permission (Delegated Decision)

23/01694/PIP (APP/Q0505/W/24/3339598)	Land At The Back Of 140 Foster Road Cambridge Cambridgeshire CB2 9JP	Erection of a single storey detached dwelling.	Refusal of planning permission (Delegated Decision)
23/04451/FUL (APP/Q0505/W/24/3340322)	40B Flat 1 Green End Road Cambridge Cambridgeshire CB4 1RY	Single storey rear extension to create studio dwelling	Refusal of planning permission (Delegated Decision)
23/03193/FUL (APP/Q0505/W/24/3339640)	2 The Grove Cambridge Cambridgeshire CB4 1TJ	Erection of 1no. adjoining dwelling formed as an extension to the existing dwelling	Refusal of planning permission (Delegated Decision)
23/02957/HFUL (3341078)	67 Shelford Road Cambridge Cambridgeshire CB2 9NB	Single storey rear extension	Conditions imposed on planning permission (Delegated Decision)

## Appendix 5: Appeals Pending Statement

REFERENCE	SITE ADDRESS	DETAILS	STATEMENT DUE
23/02487/FUL (APP/Q0505/W/24/3342214)	64 Cromwell Road Cambridge Cambridgeshire CB1 3EG	Demolition of existing garage and creation of new one bedroom dwelling including outdoor amenity space and pedestrian access from Cromwell Road	12/07/2024
23/03069/FUL (APP/Q0505/W/24/3341608)	2 Sussex Street Cambridge Cambridgeshire CB1 1PA	Installation of electronically operated security shutter to front entrance of shop premises	17/07/2024
23/03070/LBC (3340062)	2 Sussex Street Cambridge Cambridgeshire CB1 1PA	Installation of electronically operated security shutter to front entrance of shop premises	17/07/2024
23/03993/FUL (APP/Q0505/W/24/3343119)	87 - 89 Perne Road Cambridge Cambridgeshire CB1 3SB	Demolition of existing buildings at Nos. 87 and 89 followed by a new building containing 6 flats/units to the front and a single flat to the rear along with bike and bin storage.	31/07/2024

<p>23/03317/S73 (APP/Q0505/W/24/3344052)</p>	<p>50 Burleigh Street Cambridge Cambridgeshire CB1 1DJ</p>	<p>S73 to vary conditions 2 (External Area) and 3 (Hours of operation) of planning permission 18/1491/S73 (Section 73 application to vary condition 4 of permission APP/Q0505/A/07/2052528 (Change of use from retail to Adult Amusement Centre) to extend the opening hours until 11pm Monday to Saturday and until 8pm on Sunday) to vary condition 3 to allow the premises to operate from 9am to 2am on Monday to Saturday and from 11am to 2am on Sunday and to vary condition 2 to restrict the use of the rear of the premises from 8pm to 2am Monday to Sunday, noting that this outdoor space is not in use past 8pm</p>	<p>06/08/2024</p>
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