



## Cambridge City Council Planning

**Date:** Thursday, 5 June 2025

**Time:** 10.00 am

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

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

### Agenda

1 Order of Agenda

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

- **Part One**  
Major Planning Applications
- **Part Two**  
Minor/Other Planning Applications
- **Part Three**  
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 - 34)

**Part 1: Major Planning Applications**

5 24/04859/FUL The Paddocks, Cherry Hinton Road (Pages 35 - 88)

6      25/00107/S73 Station Area Redevelopment      (Pages 89 - 114)

**Part 2: Minor/Other Planning Applications**

7      25/01062/HFUL 111 Perse Way      (Pages 115 - 126)

**Part 3: General and Enforcement Items**

8      Appeals Information      (Pages 127 - 132)

**Planning Members:** Smart (Chair), Baigent (Vice-Chair), Dryden, Flaubert, Howard, Illingworth, Thornburrow and Todd-Jones

**Alternates:** Ashton, Bennett, Gawthrope Wood, Lokhmotova and Porrer

## Emergency Evacuation Procedure

In the event of the fire alarm sounding all persons should vacate the building by way of the nearest escape route and proceed directly to the assembly point in front St Mary's Church. The duty Officer will assume overall control during any evacuation, however in the unlikely event the duty Officer is unavailable, this responsibility will be assumed by the Committee Chair.

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

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

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

## Information for Councillors

After the publication of the agenda, if any committee members have any questions, they should be sent to officers up to 12 noon 2 days in advance of the meeting – these will be responded to as part of officer presentation (together with any queries raised by Members at the committee site visit).

**PLANNING**

5 February 2025

10.00 am - 3.30 pm

**Present:**

**Planning Committee Members:** Councillors Smart (Chair), Bennett, Gilderdale, Lokhmotova, Porrer, Thornburrow and Todd-Jones

Also present Councillors: Clough and A. Smith

**Officers:**

Area Development Manager: Jane Rodens

Principal Planner: Tom Gray

Senior Planner: Tom Chenery

Planning Officer: Rachel Brightwell

Legal Adviser: Keith Barber

Committee Manager: James Goddard

Meeting Producer: Claire Tunnicliffe

**FOR THE INFORMATION OF THE COUNCIL****25/17/Plan Apologies**

Apologies were received from Councillors Baigent and Dryden.

**25/18/Plan Declarations of Interest**

<b>Name</b>	<b>Item</b>	<b>Interest</b>
Councillor Bennett	25/21/Plan	<p>Personal: Copied into emails about the application, as were officers.</p> <p>Knows some of the Objectors.</p> <p>Discretion unfettered.</p>
Councillor Lokhmotova	25/21/Plan	<p>Personal and Prejudicial: Her engineering practice was involved in the design so she would not participate in the item.</p>

		Withdrew from discussion and did not vote.
Councillors Porrer and Thornburrow	25/21/Plan	Personal: Copied into emails about the application, as were officers.  Discretion unfettered.
Councillors Bennett, Gilderdale, Smart and Thornburrow	25/22/Plan	Personal: Knows one of the Objectors.  Discretion unfettered.
Councillors Bennett and Porrer	25/22/Plan	Personal: Sat on Housing Scrutiny Committee (as an Alternate) when infill housing and back land development came up for discussion as a non-planning matter.  Discretion unfettered.
Councillor Todd-Jones	25/22/Plan	Personal and Prejudicial: Would recuse himself due to significant engagement with the resident over the planning application.  Withdrew from discussion and did not vote.

## 25/19/Plan Minutes

The minutes of the meetings held on 4 December 2024 were approved as a correct record and signed by the Chair.

## 25/20/Plan Committee Recording

The Committee minutes list public speakers at Committee. Please view the recording of the meeting on [Cambridge City Council - YouTube](#) to see/hear more detail about statements from public speakers and Ward Councillors.

## 25/21/Plan 22/02066/CONDE Owlstone Croft

Councillor Lokhmotova withdrew from the meeting for this item and did not participate in the discussion or decision making.

The Committee received details required by condition 3 (Phasing Strategy) of planning permission 22/02066/FUL.

The Principal Planner updated his report by referring to the amendment sheet which set out text amendments to paragraphs 4.0 and 10.3.

A Governor at Newnham Croft Primary School addressed the Committee speaking in objection to the application.

Councillor Clough (Cambridge City Councillor) addressed the Committee speaking in objection to the application. He suggested condition 3 was not yet ready to be discharged.

Councillor Thornburrow proposed an amendment to the Officer's recommendation to remove reference to approving the Construction Programme (received 9th January 2025).

This amendment was **carried by 6 votes to 0**.

#### The Committee:

**Resolved (by 5 votes to 0 with 1 abstention)** to approve the following details:

- i. Covering Letter.
- ii. Clarification email (dated 4th December 2024).
- iii. Phase Plan Rev D.

#### **25/22/Plan 24/03840/FUL 16 Golding Road**

Councillor Todd-Jones withdrew from the meeting for this item and did not participate in the discussion or decision making.

The Committee received an application for full planning permission.

The application sought approval for erection of a two storey three bed self-build dwelling with new vehicle access and landscaping works in the rear garden of no 16 Golding Road.

The Senior Planner updated his report by referring to the amendment sheet: Insertion of Cambridge City Council Comments, removal of unnumbered condition and additional Tree Officer Comments.

A resident of Golding Road addressed the Committee speaking in objection to the application.

Dr Watkiss (Applicant) addressed the Committee in support of the application.

Councillor A. Smith (Cambridge City Councillor) addressed the Committee speaking as a Ward Councillor.

Councillor Lokhmotova proposed an amendment to the Officer's recommendation that a turntable be in place prior to occupation to allow safe access/egress.

This amendment was **carried by 6 votes to 0**.

Councillor Smart proposed an amendment to the Officer's recommendation that the height of new proposed hedge be confirmed.

This amendment was **carried by 6 votes to 0**.

Councillor Bennett proposed amendments to the Officer's recommendation:

- i. to include an informative that the Applicant would have to approach the landowner (City Council) to resolve access issues as this was a civil matter.
- ii. details of level access through the site to be confirmed.

The amendments were **carried by 6 votes to 0**.

The Committee:



**Resolved (3 votes to 3 – and on the Chair’s casting vote)** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer’s report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the planning conditions set out in the Officer’s report and amendment sheet including removal of unnumbered condition;
- ii. delegated authority to Officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following additional conditions:
  - a. turntable to be in place prior to occupation to allow safe access/egress;
  - b. height of new proposed hedge to be confirmed;
  - c. details of level access through the site to be confirmed;
  - d. removal of duplicated condition;
  - e. addition of self-build condition.
- iii. informative included on the planning permission in respect of:
  - a. the Applicant would have to approach the landowner (City Council) to resolve access issues as this was a civil matter.

### **25/23/Plan 24/01861/FUL 74 St Philips Rd**

The Committee received an application for full planning permission.

The application sought approval for erection of 1 No. one and a half storey self-build dwellinghouse.

The Senior Planner updated his report by referring to the amendment sheet:

- i. The application was now FUL not REM.
- ii. Amendment to Paragraph 8.6 and removal of Paragraph 9.2 of Officers Report.

Tom Cannon (Agent) addressed the Committee in support of the application.

Councillor Porrer proposed amendments to the Officer’s recommendation:

- i. New condition: Details of windows at 1:20 scale to be provided. One window for each bedroom should be openable.

- ii. Include an informative to advise the application/new resident(s) were not entitled to residential parking.

The amendments were **carried unanimously**.

The Committee:

**Resolved (by 4 votes to 1 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 (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the planning conditions set out in the Officer's report and amendment sheet;
- ii. delegated authority to Officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following additional condition:
  - a. details of windows at 1:20 scale to be provided, at least one window for each bedroom should be openable;
  - b. self-build condition to be added by the case officer to the decision notice.
- iii. informative included on the planning permission in respect of:
  - a. to advise the application/new resident(s) were not entitled to residential parking.

**25/24/Plan 24/04016/FUL Land Rear of 321 and 323 Milton Road**

The Committee received an application for full planning permission.

The application sought approval for erection of a self/custom build 3 bed bungalow at the rear of 321 and 323 Milton Road.

The Planner updated her report by referring to the amendment sheet and presentation.

- i. Removal of Class B permitted development rights.
- ii. Inclusion of self-build condition to the recommendation.
- iii. Addition of electric vehicle (EV) condition (to be condition 17).

Councillor Smart proposed amendments to the Officer's recommendation:

- i. Cycle parking informative.
- ii. Green roof requested for cycle parking.

The amendments were **carried unanimously**.

Councillor Porrer proposed amendments to the Officer's recommendation:

- i. Removal of class b permitted development rights (dormer windows).
- ii. Air source heat pump informative.

The amendments were **carried by unanimously**.

The Committee:

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

- i. the planning conditions set out in the Officer's report and amendment sheet;
- ii. delegated authority to Officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following additional conditions:
  - a. self-build;
  - b. EV condition (to be condition 17);
- iii. removal of class b permitted development rights (dormer windows);
- iv. informatives included on the planning permission in respect of:
  - a. cycle parking;
  - b. green roof requested for cycle parking;
  - c. air source heat pump.

## **25/25/Plan Appeals Information**

The Committee noted the appeals list.

The meeting ended at 3.30 pm

## **CHAIR**

**PLANNING**

12 February 2025  
10.15 am - 4.45 pm

**Present:**

**Planning Committee Members:** Councillors Smart (Chair), Baigent (Vice-Chair), Gilderdale, Howard, Porrer, Thornburrow, Todd-Jones and Young

Also present Councillors: Bennett, Robertson and Tong

**Officers:**

Delivery Manager: Toby Williams  
Principal Conservation Officer: Paul Robertshaw  
Principal Environmental Health Officer: Ben Walther  
Principal Landscape Architect: Bana Elzein  
Principal Planner: Cuma Ahmet  
Principal Planner: Andrew Martin  
Principal Urban Designer: Sarah Chubb  
Principal Sustainability Officer: Emma Davies  
Arboricultural Officer: Joanna Davies  
Legal Adviser: Keith Barber  
Committee Manager: James Goddard  
Meeting Producer: Sarah Steed

**Other Officers Present:**

Independent Light Assessor: Ian Dias  
Principal Engineer Major Developments: Tam Parry (Cambridgeshire County Council)  
Local Highways Engineer: Jon Finney (Cambridgeshire County Council)

<b>FOR THE INFORMATION OF THE COUNCIL</b>
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**25/26/Plan Apologies**

Apologies were received from Councillor Bennett who would speak as a Ward Councillor and not take part in the discussion or decision making for the item, (Councillor Howard attended as her Alternate). Councillor Lokhmotova also sent apologies (Councillor Young attended as her Alternate).

**25/27/Plan Declarations of Interest**

Name	Item	Interest
Councillor Baigent	All	Personal: Member of Cambridge Cycling Campaign.  Attended some general meetings about the site in the past but discretion unfettered.
Councillor Porrer	23/30/Plan	Personal: Knew people who lived in Silverwood Close, but they were not in any of the houses affected by the application. Did not discuss the application with these people.  Discretion unfettered.
Councillor Thornburrow	23/30/Plan	Personal: Lived close to site.  Was a member of the Everlast Gym on site until five months before Committee.  Used the site to access nearby common.  Discretion unfettered.

## 25/28/Plan Minutes

The minutes of the meeting held on 8 January 2025 were approved as a correct record and signed by the Chair.

## 25/29/Plan Committee Recording

The Committee minutes list public speakers at Committee. Please view the recording of the meeting on [Cambridge City Council - YouTube](#) to see/hear more detail about statements from public speakers and Ward Councillors.

**25/30/Plan 23/03204/OUT Beehive Centre**

The Committee received an outline application (with all matters reserved) for the demolition of existing buildings and structures and redevelopment of the site for a new local centre (E (a f), F1(b-f), F2(b, d)), open space and employment (office and laboratory) floorspace (E(g)(i)(ii) to the ground floor and employment floorspace (office and laboratory) (E(g)(i)(ii) to the upper floors, along with supporting infrastructure, including pedestrian and cycle routes, vehicular access, car and cycle parking, servicing areas, landscaping and utilities. (The Development was the subject of an Environmental Impact Assessment.)

The Delivery Manager reported to Committee that an e-mail letter had just been received from the Secretary of State calling in the application. The letter was received twenty minutes before the Committee began. The letter was subsequently uploaded to the planning portal [23\\_03204\\_OUT-APPEAL START LETTER-6625147.pdf](#)

The Principal Planner said because the Secretary of State had called-in the application the City Council would be asked to ratify its position today and make a 'minded to' decision. The power to determine the application now rested with the Secretary of State not the local planning authority, i.e. the City Council. A revised recommendation was included at the end of the Officer's presentation.

The Principal Planner updated his report by referring to updates contained within the Amendment Sheet. These included:

- i. a representation from the Applicant on the daylight and sunlight considerations and assessment;
- ii. using a condition to overcome harm to amenity;
- iii. textual amendments to the Officer's report; and
- iv. additional third-party representations.

Five local residents addressed the Committee speaking in objection to the application. A written statement from the fifth objector was read by the Committee Manager.

Matthew Howard of Railway Pension Nominees Limited (the Applicant) addressed the Committee in support of the application.

Representatives from three local organisations addressed the Committee speaking in support of the application.

Councillor Robertson (Cambridge City Councillor) addressed the Committee speaking in objection to the application and concluded by asking the Committee to refuse the application.

The Committee Manager read out a statement on behalf of Councillor Bulat (Cambridgeshire County Councillor) raising merits and demerits of the application.

Councillor Tong (Cambridge City Councillor) addressed the Committee raising merits and demerits of the application.

Councillor Bennett (Cambridge City Councillor) addressed the Committee raising merits and demerits of the application.

The Chair asked for discussion points to be raised under topic headings set out in 'key issues' (agenda page 13) plus a mop-up 'General' section.

Q: Questions from Councillors.

A: Answers from Officers.

### General Questions

- i. Q: What weight should be given to the illustrative scheme?

A: Details were for information only, informative not determinative to the proposals.

- ii. Q: Could land use be controlled such as ensuring the skate park came forward?

- iii. A: Some uses could be controlled and the S106 / Management Plans could secure such uses



- iv. Q: Why did the item come to Committee when there was a difference of opinion between the Applicant and Planners?

A: Officers and the Applicant had held discussions. Officers raised concerns last year but these had not been resolved. The Applicant was unwilling to formally amend the application any further.

- v. Q: Would open space be defined by outline planning permission and then managed?

A: Yes and secured as such through any permission

(Only questions recorded from now on.)

- vi. Would the green space be protected and not built on if outline planning permission was granted?
- vii. When plans came forward, would they conform with building regulations?

### Residential Amenity

- viii. Requested clarification on what vertical sky component (VSC) and daylight distribution (NSL) meant? What was the impact of light levels on residents?
- ix. What were the implications for residents if (day) light levels were lost/reduced such as more reliance on electric lighting in buildings?
- x. Reference was made to illustrative light levels in Islington. What were the likely light levels in the Cambridge application?
- xi. What was the process for assessing the impact of light levels and implications?
- xii. Raised concerns regarding the design:
- a. Sense of enclosure.
  - b. Scale and massing.
  - c. Blocks could dominate neighbours.
  - d. Proximity to neighbours.
  - e. Loss of privacy due to possible overlooking from people in the development into nearby residential properties.
- xiii. Requested clarification on the difference of opinion between the Applicant's light assessment interpretation and the Council's independent assessor.
- xiv. How many houses on or off the site (such as surrounding neighbours) would be affected by loss of light caused by the development?
- xv. Requested clarification on what minor or moderate light loss meant?

- xvi. What light level targets were acceptable to both the Council and developer? Would it matter if occupancy changed and new occupiers did not know light levels had changed (and so would not notice), whereas current occupiers would have experienced light level changes?

#### Heritage Impacts

- xvii. Requested clarification on “less than substantial harm” description and what was the impact of this on the skyline and townscape?
- xviii. Would the maximum height standard be adhered to at outline stage or detailed design stage?
- xix. An attractive design was needed at high level (top of building) and low level (near ground floor) on the application.
- xx. Queried Officer confidence that future planning conditions would mitigate the impact of the building design on residents? Such as making the design as attractive and bearable as possible, because residents would have to look at the development, so would want ‘visual interest’ not blocky buildings to look at.
- xxi. The Principal Conservation Officer had ‘less than substantial harm’ concerns. Why was this not included in the Officer recommended reason for refusal?

#### Townscape and Visual Impacts

- xxii. Some trees would be lost. Some replacements were proposed. Was this realistic as the Tree Officer had concerns? How to ensure tree planting was realistic and occurred as quickly as possible?
- xxiii. How to mitigate the urban heat effect? Such as soft/green landscaping on site.
- xxiv. How to get an attractive architecturally designed scheme?
- xxv. Referenced the number of proposed trees (290) in para 3.6 in the Officer report page 23. 290 and 212 were referenced in the report. Would these be full sized trees or shrubs? Could all these be fitted on site? The canopy size was more important than the number of trees delivered to get the most benefit.
- xxvi. Referenced public art in paragraphs 8.11-8.13 of the Officer report page 30. There was insufficient budget to deliver public art on site. What was the design life of the project and how long would the buildings last?

#### Water Resources

- xxvii. Noted the reuse of grey water. What measures were in place to minimise water use in buildings and make it as efficient as possible? Would buildings comply with current water regulations?

- xxviii. Noted sustainability design features but there was high demand for water in Cambridge. Queried how to minimise water use throughout the whole life of the building from construction to the building being in use?
- xxix. How reliable was the intention to reduce water use? Could this be controlled through conditions or policies such as seeking BRE water credits?
- xxx. If the planning application decision was made by the Secretary of State, could the Secretary of State ignore planning conditions set by the Council?

### Transport and Highway Safety

- xxxi. Retail park and Beehive Centre traffic currently used the site. If the retail park moved, the traffic would go north to the other site and extra/new traffic would go to the development. Had the Highways Authority factored this into traffic modelling for the city?
- xxxii. How to avoid multi-modal traffic conflict on the site between vehicles, cycles, pedestrians, scooters etc?
- xxxiii. Could landscaping prevent overlooking from double decker buses servicing the site into the new development or existing neighbouring properties?
- xxxiv. Queried measures to mitigate parking/commuting issues from the new site such as how to stop commuters parking in residential area? How would enforcement action be taken?
- xxxv. Queried the impact of the scheme on demand for park and ride services and parking spaces so people could get buses?
- xxxvi. Could the Applicant request a railway station on site?
- xxxvii. Queried lighting on site at night to allow safe pedestrian throughput and deter crime? Appropriate lighting was needed.

### Planning Balance

- xxxviii. Queried expected lab work on site, would it be low risk?
- xxxix. Was the site appropriate for housing to attract workers to stay in the city?
  - xl. Referred to section 30 of the Officer's report (page 130). Could the benefits of this scheme be delivered on another site? The scheme delivered a number of benefits but Councillors had concerns as highlighted in the Committee debate and the Officer recommendation to refuse.
  - xli. Queried biodiversity net gain figures?
  - xlii. Could the move of the retail park and skate park installation to Cambridge Retail Park be confirmed/secured through conditions?

### Section 106 Planning Obligations

- xliii. How to ensure apprenticeships were embedded in the s106 Agreement?
- xliv. Could a swimming pool be accommodated on site through the s106 Agreement?

The Committee:

**Unanimously resolved to** endorse a minded to recommendation of **REFUSAL** of planning permission which is put forward to the Secretary of State following her exercising call-in powers under S77 of the Town & Country Planning Act (1990) for the following reason:

By virtue of the scale, massing, and positioning of the maximum building parameters, the proposed development fails to keep potential reductions in daylight and sunlight to a minimum in St Matthew's Gardens, Silverwood Close and other adjacent properties and gardens. The extent and degree of harm would be both wide ranging, significantly adverse and acutely felt by existing occupants. Many habitable rooms would feel poorly lit, colder, and gloomier, particularly where living rooms are concerned. Multiple gardens would also feel less pleasant and enjoyable, due to the significant increase in overshadowing that would be experienced. Moreover, the proposed development would be overly dominant and imposing on neighbouring properties, particularly in St Matthew's Gardens and Silverwood Close, resulting in an oppressively enclosed outlook. The overall harm to residential amenity would be significantly adverse and permanent, contrary to policies 55, 56, 57 and 60 of the Cambridge Local Plan (2018) and paragraph 135 (f) of the National Planning Policy Framework (2024).

Delegated authority is granted to Officers to:

- i. progress all matters necessary in the pursuance of defending the Council's minded to recommendation set out in para 31.1 of the Officer's report at any Public Inquiry;
- ii. to negotiate and agree the terms of any S106 Agreement necessary to make the development acceptable in planning terms and to complete that Agreement;
- iii. negotiate and agree the final wording of the draft planning conditions; and

- iv. to amend / revise the terms of the minded to refusal and / or the Council's Statement of Case subject to any additional evidence put forward and / or expert advice received.

The meeting ended at 4.45 pm

**CHAIR**

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# Public Document Pack

Planning	Plan/1	Wednesday, 2 April 2025
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## PLANNING

2 April 2025  
10.00 am - 4.35 pm

### Present:

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

### Officers:

Delivery Manager: Toby Williams  
Planning Compliance Manager: Chris Braybrooke  
Principal Environmental Health Officer: Ben Walther  
Principal Planner: Tom Gray  
Senior Planner: Dominic Bush  
Senior Planner: Phoebe Carter  
Senior Planner: Tom Chenery  
Conservation Officer: Gail Broom  
Planning Officer: Ellie O'Donnell  
Legal Adviser: Keith Barber  
Committee Manager: James Goddard  
Meeting Producer: Sarah Steed

## FOR THE INFORMATION OF THE COUNCIL

### 25/40/Plan Apologies

No apologies were received.

### 25/41/Plan Declarations of Interest

Name	Item	Interest
Councillor Baigent	All	Personal: Member of Cambridge Cycling Campaign.
Councillor Thornburrow	25/44/Plan and 25/45/Plan	Personal: Knows some of the Consultancy Team but hadn't discussed the application with them. Discretion unfettered.
Councillor Lokhmotova	25/44/Plan and	Personal: Knows some of the

	25/45/Plan	Consultancy Team but hadn't discussed the application with them. Discretion unfettered.
Councillor Todd-Jones	25/46/Plan	Personal: With reference to the site history had commented on previous applications as Ward Councillor prior to becoming a Planning Committee Member.
Councillor Thornburrow	25/47/Plan	Personal: Knew a Peter Clarke but did not know if this was the same person as the applicant for this application.
Councillor Clough	25/50/Plan	Personal: Speaking as Ward Councillor advised he was a Governor of Newnham Croft Primary School.
Councillor Lokhmotova	25/50/Plan	Personal and Prejudicial: The company she worked for had been involved in the design of the application. Would not take part in the consideration of the application.

## **25/42/Plan Minutes**

The minutes of the meeting held on 5 March 2025 were approved as a correct record and signed by the Chair.

## **Agenda Order**

These minutes follow the order of the second circulation agenda.

## **25/43/Plan Committee recording**

The Committee minutes list public speakers at Committee. Please view the recording of the meeting on [Cambridge City Council - YouTube](#) to see/hear more detail about statements from public speakers and Ward Councillors.

## **25/44/Plan 24/03580/FUL - Darwin College**

The Committee received an application for full planning permission.



The application sought approval for the construction of a plant room to house river source heat pumps, a garden room beneath the Dining Hall and an extension to the Hermitage. Internal and external alterations to the Hermitage, Dining Hall and Rayne building to improve circulation and thermal performance.

The Senior Planner updated their report by referring to amendments contained in the Amendment Sheet namely:

- i. to note Officers request to amend the Officer's recommendation to include 'delegated authority to officers to amend / add / delete conditions to allow for their phased discharge'. This would allow for multiple discharges for the works as they came forward; and
- ii. to note that references within the report to a 'green wall' should be replaced with the wording 'living screen' as the planted is not directly adjacent to the wall of the building.
- iii. an amendment to Condition 12: to delete the original wording: ~~The existing dropped kerb vehicular access on Newnham Road be reduced in length by 50% and the footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority within six [6] months of the occupation of the new building hereby approved.~~  
Reason: ~~In the interests of highway safety. (Cambridge Local Plan 2018 policy 81)~~ and replace with 'A scheme regarding the dropped kerb and the footway shall be agreed with the Local Planning Authority in consultation with the Highway Authority within six [6] months of the occupation of the proposed Garden Room building hereby approved.  
Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81)'.

Dr Rands (Applicant's Representative) addressed the Committee in support of the application.

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

- i. To approve the application subject to the planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to officers; subject to
- ii. a revised condition 12 as detailed in the Amendment Sheet; and
- iii. delegated authority to officers to amend / add / delete conditions to allow for their phased discharge; and
- iv. an amendment to condition 3 to include reference to river construction access; and
- v. the addition of informatives regarding:
  - navigation along the river and this being maintained; and
  - lift access and movability into and out of the lift.

### The Committee:

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

- i. the planning conditions set out in the Officer's report; and
- ii. the revised condition 12 as set out in the Amendment Sheet; and
- iii. delegated authority to officers to amend / add / delete conditions to allow for their phased discharge; and
- iv. an amendment to condition 3 to include reference to river construction access; and
- v. additional informatives regarding:
  - a. navigation along the river and this being maintained; and
  - b. lift access and movability into and out of the lift.

### **25/45/Plan 24/03581/LBC - Darwin College**

The Committee received an application for listed building consent.

The application sought approval for alterations to the fabric of the Hermitage, Newnham Grange, Stevenson Building, Rayne Building and Dining Hall to upgrade thermal performance and facilitate connection to a low carbon heat network.

Dr Rands (Applicant's Representative) addressed the Committee in support of the application.

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

- i. to approve the application subject to the planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to officers; and additionally to
- ii. delegate authority to officers to amend / add / delete conditions to allow for their phased discharge.

The Committee:

**Unanimously resolved** to grant the application for planning permission in accordance with the Officer's 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 including delegated authority to officers to amend / add / delete conditions to allow for their phased discharge.

**25/46/Plan 24/04811/FUL - 303 Histon Road**

The Committee received an application for full planning permission.

The application sought approval for the erection of a 3-bed detached dwelling and associated works.

The Delivery Manager advised that following the publication of the agenda but before the Planning Committee meeting, a Cambridge Neighbourhoods Design Code for Arbury, Kings Hedges and parts of West Chesterton was approved at the Planning and Transport Scrutiny Committee on 25 March 2025 but the Design Code did not affect the Case Officer's recommendation for the application.

The Committee Manager read a statement on behalf of a local resident objecting to the application.

Adrian Fairburn (Applicant) addressed the Committee in support of the application.

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

- i. to approve the application subject to the planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to officers; subject to
- ii. an amendment to condition 6 (landscaping condition) to include a requirement for the boundary treatment to be set back so the gated access to the site is behind the line of access to the cycle store and to encourage planting to come forward as part of the details of the submission on the frontage of the site; and
- iii. an amendment to condition 14 – (bin and bike stores parking condition) to encourage the provision of an external visitor cycle parking space;
- iv. green roof incorporated into condition.

The Committee:

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

- i. the planning conditions set out in the Officer's report subject to amendments to:
  - a. condition 6 (landscaping condition) to include a requirement for the boundary treatment to be set back so the gated access to the site is behind the line of access to the cycle store and to encourage planting to come forward as part of the details of the submission on the frontage of the site; and
  - b. condition 14 – (bin and bike stores parking condition) to encourage the provision of an external visitor cycle parking space;
  - c. green roof incorporated into condition.

**25/47/Plan 25/00101/FUL - Rear of 82 to 84 Victoria Road**

Councillor Nestor left the meeting before the consideration of this application and did not return.

The Committee received an application for full planning permission.

The application sought approval for the construction of a self-build 2 bedroom dwelling following demolition of the existing garage.

The Senior Planner referred to:

- i. an update to their report contained within the Amendment Sheet - amendment to text at paragraph 8.108 'The development is not considered to cause harm to the immediate character of the site and would relate acceptably to the wider character and appearance of the Mill Road Caste and Victoria Conservation area.'; and
- ii. an additional self-build condition to be added should the application be approved: 'Each residential unit ('unit') in the development hereby permitted shall be constructed as a self-build dwelling within the definition of self-build and custom build housing in the 2015 Act and shall comply with the following:
  - a. The first occupation of each unit in the development hereby permitted shall be by a person or persons who had a primary input into the design and layout of the unit and who intends to live in the unit for at least 3 years; and
  - b. The Council shall be notified of the persons who intend to take up first occupation of each unit in the development hereby permitted at least two months prior to first occupationReason: To ensure the development complies with the self-build and custom house building definition and help to meet the City's self-build requirements, in accordance with Paragraph 63 of the National Planning Policy Framework 2024.

The Committee Manager read a statement on behalf of the Applicant which addressed the Committee in support of the application.

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

- i. to approve the application subject to the planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to officers; with
- ii. an amendment to condition 5 to keep neighbours informed about significant construction works; and
- iii. an amendment to condition 10 to require the bike and bin store to be provided with a green roof if below 25 degrees in angle; and
- iv. the following self-build condition: 'Each residential unit ('unit') in the development hereby permitted shall be constructed as a self-build dwelling within the definition of self-build and custom build housing in the 2015 Act and shall comply with the following:
  1. The first occupation of each unit in the development hereby permitted shall be by a person or persons who had a primary input into the design and layout of the unit and who intends to live in the unit for at least 3 years; and
  2. The Council shall be notified of the persons who intend to take up first occupation of each unit in the development hereby permitted at least two months prior to first occupation
  3. Reason: To ensure the development complies with the self-build and custom house building definition and help to meet the City's self-build requirements, in accordance with Paragraph 63 of the National Planning Policy Framework 2024.

The Committee:

**Resolved (by 8 votes 0)** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report subject to:

- i. the planning conditions set out in the Officer's report with delegated authority to Officers to make minor amendments to the conditions as drafted); subject to
- ii. the additional self-build condition 'Each residential unit ('unit') in the development hereby permitted shall be constructed as a self-build dwelling within the definition of self-build and custom build housing in the 2015 Act and shall comply with the following:
  - a. The first occupation of each unit in the development hereby permitted shall be by a person or persons who had a primary input

- into the design and layout of the unit and who intends to live in the unit for at least 3 years; and
- b. The Council shall be notified of the persons who intend to take up first occupation of each unit in the development hereby permitted at least two months prior to first occupation
  - c. Reason: To ensure the development complies with the self-build and custom house building definition and help to meet the City's self-build requirements, in accordance with Paragraph 63 of the National Planning Policy Framework 2024.
- iii. an amendment to condition 5 to keep neighbours informed about significant construction works; and
  - iv. an amendment to condition 10 to require the bike and bin store to be provided with a green roof if below 25 degrees in angle.

#### **25/48/Plan 24/04556/FUL - 44 Kimberley Road**

Councillor Lokhmotova left the meeting before the consideration of this application and did not return.

The Committee received an application for full planning permission.

The application sought approval for the retrospective change of use of an existing outbuilding to a short-term holiday let and for ancillary residential use associated with the main dwelling.

The Committee Manager read a statement on behalf of a local resident objecting to the application.

Mrs Harvey (Applicant) addressed the Committee in support of the application.

#### The Committee:

**Resolved (by 6 votes to 0 with 1 abstention)** to refuse the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report.

#### **25/49/Plan 24/04742/FUL - 76 Gunhild Way**

Councillors Baigent and Dryden left the meeting before the consideration of this application and did not return.

The Committee received an application for full planning permission.

The application sought approval for a new vehicular access and covered front porch to 76 Gunhild Way and the erection of 2 new dwellings on land to the side and rear of the existing dwelling, with a new access from Godwin Way.

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

- i. to approve the application subject to the planning conditions as set out in the Officer's report with minor amendments to the conditions as drafted delegated to officers; subject to
- ii. an additional tree retention condition for the cherry tree on the frontage requiring tree replacement within 5 years.

The Committee:

**Resolved (by 5 votes to 0)** 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 including an additional tree retention condition for the cherry tree on the frontage requiring tree replacement within 5 years.

#### **25/50/Plan 22/02066/CONDL - Owlstone Croft**

The Committee received an application regarding the submission of details required by condition 7 (demolition/construction noise and vibration impact assessment) of planning permission 22/02066/FUL.

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



- i. a further representation from Councillor Clough had been received requesting information on when and how long these impacts would affect the school and the community; and
- ii. a further representation from Newnham Croft Primary School (NCPS) had been received stating that Condition 8 (Air Quality and Dust Management Plan) had not been satisfied; and
- iii. amendments to paragraph 10.14 of the Officer's report - Trigger alert levels and corresponding actions are described in Section 5.4. In the event that ~~vibration complaints are received~~ a lower alert noise level is triggered, it is noted that a lower alert investigation should be made to ascertain the cause and implement mitigation where necessary; and
- iv. the deletion of paragraph 10.20 of the Officer's report and the replacement with 'The local member's and school's comments regarding this submission are noted. Whilst condition 8 details are yet to be discharged and said condition submission (22/02066/CONDF) has been called in separately by the local member, the compliance limb of Condition 8 restricts demolition works to school holidays only and must be carried out irrespective of the details submitted to satisfy the other elements of said condition. On this basis, officers consider that the acceptability of the condition 7 submission (22/02066/CONDL) is not reliant on the details submitted under condition 8 (22/02066/CONDF). Whilst timetable information has been requested by the local member, this is not required by condition 7. In conclusion, the information has been assessed against the requirements of condition 7 and is deemed to be acceptable on this basis'.

A representative of the Newnham Croft Primary School addressed the Committee speaking in objection to the application.

Councillor Clough (Cambridge City Councillor) addressed the Committee speaking in objection to the application.

The Committee:

**Resolved (by 4 votes to 1)** to approve the Demolition/Construction Noise and Vibration Assessment dated 21 March 2025 (82040-SRL-RP-YA-02-P9).

**25/51/Plan Appeals Information**

The Committee noted the appeals list.

**25/52/Plan Compliance Report**

The Committee noted the report.

The meeting ended at 4.35 pm

**CHAIR**

# Agenda Item 5



<b>Planning Committee Date</b>	5 June 2025
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	24/04859/FUL
<b>Site</b>	The Paddocks, 347 Cherry Hinton Road, Cambridge
<b>Ward / Parish</b>	Coleridge
<b>Proposal</b>	Hybrid planning application comprising: a) Full application for Phase 1, to include the demolition of existing buildings and structures, and erection of building (Use Class E(g)) with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road. b) Outline application for Phases 2a, 2b, 3, 4 and 5 (with all matters reserved), to include the demolition of existing buildings and structures, and erection of buildings (Use Class E(g))
<b>Applicant</b>	Columbia Threadneedle Investments Ltd.
<b>Presenting Officer</b>	Karen Pell-Coggins
<b>Reason Reported to Committee</b>	Departure
<b>Member Site Visit Date</b>	-
<b>Key Issues</b>	<ol style="list-style-type: none"><li>1. Principle of development</li><li>2. Character and appearance of the area</li><li>3. Heritage assets</li><li>4. Trees</li><li>5. Biodiversity</li><li>6. Highway safety and parking</li><li>7. Flood risk and water management</li><li>8. Residential amenity</li><li>9. Carbon reduction and sustainable design</li><li>9. Planning obligations</li><li>10. Other matters</li></ol>
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions and S106

## **1.0 Executive Summary**

- 1.1 This hybrid application seeks the redevelopment of The Paddocks site for use Class E(g) (offices, research and development, light industrial) 'mid-tech' uses. The development comprises the demolition of existing buildings and structures, and erection of buildings with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
- 1.2 The full application is for a single building on Phase 1 to the south west of the site and the outline application for four further buildings on Phases 2 to 5 to the north east, south east, and north west of the site.
- 1.3 The Paddocks is a brownfield site close to the centre of Cambridge. The existing use of the site is for employment purposes under use classes E(g), B2, and B8 uses. The site is surrounded by residential properties.
- 1.4 The site is allocated for residential development for approximately 123 dwellings under Policy 27 of the Local Plan. However, the allocation is not currently proposed to be carried forward into the emerging Local Plan as there are a number of long-term leases on the site which would not enable the delivery of residential development within the local plan period.
- 1.5 The development would retain the site for employment purposes for midtech uses where a need for such uses has been identified. Midtech is defined as "modern general industrial premises that have a greater emphasis on the office / R&D element alongside manufacturing and storage / distribution (Use Class E(g) typically but also covering the wider B8/B2 uses".
- 1.6 The buildings would be flexible and adaptable and provide a variety of unit sizes for a range of uses. 925 jobs would be created.
- 1.7 The principle of the development is considered acceptable as there are material planning considerations which outweigh the theoretical loss of residential provision arising from the current residential allocation.
- 1.8 The development is considered to result in a high quality development which would respond to its context and create a sense of place.
- 1.9 The majority of trees on the site would be retained and protected, and a significant amount of landscaping is proposed within the development to assimilate the development within the area and result in at least a 10% net gain in biodiversity.
- 1.10 The development would be likely to decrease traffic generation to and from the site as the amount of car parking on the site has been reduced. The amount of cycle parking has been increased to encourage travel by more sustainable modes.
- 1.11 The development is not considered to be at significant risk of flooding or increase the risk of flooding to the site and surrounding area as the existing surface water drainage measures on the site would be improved.
- 1.12 The development is considered to be sympathetic to the amenities of neighbours in terms of overbearing mass, loss of light, loss of privacy, and noise.

- 1.13 The development would reduce carbon emissions and protect water resources to mitigate the impact of climate change.
- 1.14 The development has been subject to a Planning Performance agreement with extensive pre-application discussions and a Design Review Panel.
- 1.15 Officers recommend that the Planning Committee approve the application subject to conditions and a Section 106.

## 2.0 Site Description and Context

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

\*X indicates relevance

- 2.1 The site is located to the north of Cherry Hinton Road, in the Coleridge ward within the city of Cambridge. It measures approximately 2.8 hectares in total area.
- 2.2 The site currently comprises The Paddocks Business Centre which has a mix of employment uses under use classes E (offices and light industrial), B2 (general industrial), and B8 (storage and distribution). The current floor space is approximately 12,663 square metres (gross internal area).
- 2.3 There are a range of office and industrial buildings on the site which vary in scale and height from smaller single storey units to larger two and three storey units.
- 2.4 There is a central access road which runs north to south together with a secondary access road around part of the perimeter of the site. There are currently 309 vehicle parking spaces and 95 informal cycle parking spaces adjacent to the units. The site boundaries have fencing and trees.
- 2.5 Access to the site is from Cherry Hinton Road and consists of a road with footpaths on both sides. There is an area of trees and landscaping to the west of the site entrance.
- 2.6 The site is allocated for residential development (R7- 123 dwellings) under Policy 27 of the Local Plan.
- 2.7 There are Tree Preservation Orders on the site covering areas of trees along the northern and western boundaries and two individual trees along the southern boundary.

- 2.8 The site is situated in Flood Zone 1 (low risk) but is subject to surface water flood risk.
- 2.9 There are two existing telecoms masts to the north of the site.
- 2.10 The site is surrounded by residential development in Chalmers Road to the north (two storey), Kelvin Close to the east (two storey), and Jasmine Court, Burling Court and Brooklyn Court (three storey) and Cherry Hinton Road (two storey) to the south. There are allotments gardens to the west which are Protected Open Space with residential development in Perne Road beyond (two storeys). Adkins Corner Neighbourhood Centre lies to the south west.
- 2.11 Cherry Hinton Park and Garden is a Protected Open Space approximately 400 metres to the east. It comprises Cherry Hinton Hall, The Lodge and Gate piers which are grade II listed buildings and the Cherry Hinton Hall Bird Sanctuary which is a City Wildlife Site.

### **3.0 The Proposal**

- 3.1 This hybrid application seeks the following: -
- a) Full application for Phase 1, to include the demolition of existing buildings and structures, and erection of building (Use Class E(g)) with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
  - b) Outline application for Phases 2a, 2b, 3, 4 and 5 (with all matters reserved), to include the demolition of existing buildings and structures, and erection of buildings (Use Class E(g))
- 3.2 The development comprises a maximum total of 24,500 square metres (gross internal floor area) of flexible employment floorspace consisting of offices, research and development, and light industrial uses known as 'Midtech'. It will provide a total of 925 full time jobs. The development will be delivered in six separate phases comprising of four buildings. The access to Cherry Hinton Road would be retained and redesigned. A new internal access road provided around the perimeter of the site. 200 vehicle parking spaces and 388 cycle parking spaces would be provided. A new central spine landscaped area would be provided with pedestrian and cycle access.
- 3.3 The full application (Phase 1) is supported by a Design and Access Statement and Detailed Plans.
- 3.4 Phase 1 consists of a single building with a floorspace of approximately 3,400 square metres (gross internal floor area). The building would be of a large scale and two and three storeys in height with a flat roof design. It would have a rooftop plant enclosure. There would be a terrace and solar pv panels on the roof. The materials of construction would be brick plinth and vertical metal cladding for the walls. Refuse stores and a substation would be provided to the west along with an external amenity area.
- 3.5 The building would be provided as a shell and core design with flexible open plan spaces which can be single unit or smaller units adapted to suit the occupiers.

- Internal floor height would be 8.4 metres at ground floor level and 4.2 metres at the higher level.
- 3.6 Vehicle parking spaces would be provided to the south and west of the building with some temporary spaces within the phase 2b boundary to the east. Spaces would be allocated for disabled motorists and electric charging. Two cycle parking areas would be provided to the south of the building. The site also includes an area for electric scooter parking.
- 3.7 The access to Cherry Hinton Road would be retained and redesigned to provide a two way carriageway with integrated cycle lanes with separate footpaths to both sides.
- 3.8 The outline application (Phase 2 to 5) is supported by a Design Code, Parameter Plans (land use, building heights and layout, landscape and green infrastructure, access and movement), and an Illustrative Masterplan.
- 3.9 Phases 2 to 5 consists of 4 further buildings with one potentially adjoined to Phase 1. The buildings would have a minimum floorspace of 11,995 square metres gross external floor area and a maximum floorspace of 24,090 square metres gross external floor area.
- 3.10 The land use parameter plan shows the developable site area with reference to the root protection zone of the protected trees on the site and a 25 metre separation distance for daylight and sunlight protection to residential properties.
- 3.11 The building heights and layout parameter plan shows the general arrangement of the buildings in a grid style layout either side of a main central landscape spine aligned north to south with secondary landscape spines aligned east to west.
- 3.12 The maximum scale and floorspaces of the buildings (GEA) would be as follows:  
-  
Phase 2A - 4,726 square metres  
Phase 2B - 3,628 square metres  
Phase 3 - 2,349 square metres  
Phase 4 - 4,338 square metres  
Phase 5 - 7,188 square metres
- 3.13 The maximum heights of the buildings would be approximately three storeys high but reduced to two storeys closer to some of the boundaries of the site. The heights of the buildings are set out later in the report.
- 3.14 The landscape and green infrastructure parameter plan shows the existing trees around the perimeter of the site to be retained and a new central landscape spine. There would be a new landscaping area to the west of the access road.
- 3.15 The access and movement parameter plan shows the main access from Cherry Hinton Road to the south with vehicular cycle and pedestrian access, the vehicular route around the perimeter of the site, and the shared cycle and pedestrian routes through the central spine. It also shows existing and proposed parking zones.
- 3.16 The Design Code sets out further details of the scheme in terms of the Sustainability Principles (climate resilience, energy, biodiversity, water, health and wellbeing, social value), Masterplan Design Principles (building use, building

flexibility, building composition, building arrangement, green infrastructure and public realm, building heights, building massing, building setbacks, roofscape, access, frontages and elevations, character palette, facade hierarchy, facade materiality), Landscape and Public Realm Principles ( landscape character areas, landscape layouts, green infrastructure, outdoor amenity, central landscaping zone, site perimeter, tree planting strategy, tree location plan, landscape phasing strategy), and Building Design Principles (architectural character types, facade design principles, character building design principles).

- 3.17 The application has been amended to address a number of consultee and neighbour concerns raised and further consultations have been carried out as appropriate.

#### **4.0 Relevant Site History**

- 4.1 24/03682/SCRE - EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the redevelopment of the existing Paddocks Business Centre for new commercial development in Use Class E(g) - EIA not required
- 4.2 22/01768/TELNOT - Remove existing 17m phase 4 monopole and replace with phase 8 monopole with antennas and wraparound cabinet - No objections
- 4.3 15/1635/FUL - Change of use from office to class D2 Assembly & Leisure or class B1(a) Offices in the alternative - Approved (Suites 1 to 4 Lincoln House)

#### **5.0 Policy**

##### **5.1 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  
 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 3: Spatial strategy for the location of residential development  
 Policy 5: Sustainable transport and infrastructure  
 Policy 27: Site specific development opportunities  
 Policy 28: Sustainable design and construction, and water use  
 Policy 31: Integrated water management and the water cycle  
 Policy 32: Flood risk  
 Policy 33: Contaminated land  
 Policy 34: Light pollution control  
 Policy 35: Human health and quality of life  
 Policy 36: Air quality, odour and dust



Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding  
Policy 40: Development and expansion of business space  
Policy 41: Protection of business space  
Policy 42: Connecting new developments to digital infrastructure  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall buildings and the skyline in Cambridge  
Policy 61: Conservation and enhancement of historic environment  
Policy 67: Protection of open space  
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 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

## 6.0 **Consultations**

Latest comments to amendments

### **Internal Consultees**

#### 6.1 **Trees Officer – No objections subject to conditions**

Sets out that the level of tree retention proposed is acceptable at this stage and root protection areas and canopy spreads are protected for later applications and adequate space is provided for new trees.

Recommends conditions in relation to a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site meeting to discuss the AMS, implementation of the phased tree protection methodology, and replacement of any trees removed.

#### 6.2 **Nature Conservation Officer – No objections subject to conditions**

Sets out that the survey effort is acceptable as the line of existing boundary trees and majority of other site trees are proposed for retention and the BNG baseline and the biodiversity net gain landscape scheme are satisfactory

Recommends conditions in relation to a Biodiversity Net Gain and an ecological enhancement scheme.

#### 6.3 **Landscape Officer – Requests further information, as amended.**

Sets out that Phases 1, 2A, and 2B are acceptable but concerns are maintained in relation to Phases 4 and 5 with regards to the massing, height, and roof form and resulting incongruous structures adjacent to the residential context. The

central landscape spine width is now acceptable but the amenity spaces should have less cycle parking and further landscaping is required in the vehicle parking areas.

**6.4 Urban Design Officer – No objections, as amended, subject to conditions**

Sets out that improvements have been made to the massing of the buildings in the later phases but the massing and height may seem too intense and dominant on the public realm and finer grain buildings are preferred which would better reflect the character of the generally smaller buildings (mainly houses) in the surrounding area.

Recommends conditions in relation to materials.

**6.5 Sustainability Officer – No objections, as amended, subject to conditions**

Sets out that sustainability elements now included in the design code are welcomed, as well as points of clarification in the sustainability response.

Recommends conditions in relation to BRE Design Stage Certificate, BRE Post Construction Certificate, rainwater and greywater harvesting, water efficiency calculator, water metering, water efficiency implementation, sustainability strategy implementation and also implementation of sustainability and energy strategies and BREEAM pre assessment for later phases.

**6.6 Conservation Officer – No objections**

Sets out that the proposal will not adversely affect the setting of Listed Buildings.

**6.7 Access Officer – Comments**

Sets out the requirements for disabled access.

**6.8 Environmental Health Officer – Has no objections, as amended, subject to conditions**

Sets out that the information provided in response to the original comments in relation to noise (sound monitoring data), noise / hours (24-hour operation justification) and air quality (back-up generator) is now agreed.

Recommends conditions in relation to a Phase 1 contamination investigation, Phase 2 contamination investigation, contamination remediation, contamination verification, unexpected contamination, material management plan, demolition and construction environmental management plan, commercial operational noise impact assessment / mitigation (including plant), emergency back-up generator noise insulation, substation noise insulation, commercial extraction discharge ductwork, odour / fume control, no external activities, collection/delivery hours, servicing and operational noise minimisation management plan / scheme, artificial lighting, electric vehicle charge point - Phase 1 (detailed) air quality, emergency back-up generator- air quality, and construction method statement.

**6.9 Waste Officer – No objections subject to a condition**

Sets out the requirements for waste management at the site.

Recommends a condition in relation to a waste management plan.

**6.10 Policy Officer – Comments**

Sets out that the site is allocated for residential purposes in the current Local Plan and material considerations need to be demonstrated to justify the employment use.

**6.11 S106 Officer – No Objection**

Sets out that employment, skills and training opportunities for local people should be secured through a Section 106.

**External Consultees**

**6.12 Active Travel England – Has no objections, as amended, subject to a condition and appropriate mitigation towards active and sustainable travel.**

Sets out that some of the infrastructure outside the site is of poor quality such as the bus stops on Mowbray Road and Cherry Hinton Road, narrow footways on the roundabout, unsegregated cycle ways on 30 mph roads which are not suitable for all users, and shared cycle and footways which may cause conflict.

Recommends conditions in relation to cycle parking to include the provision of lockers, changing, showers, drying areas, lighting and CCTV if in an area of poor surveillance.

**6.13 County Highways Development Management – No objections subject to a condition**

Recommends a condition in relation to the submission of a Traffic Management Plan during demolition and construction.

**6.14 County Transport Team – No objections subject to conditions and mitigation being agreed**

Sets out that the development proposes a design led approach to parking provision with low vehicle parking and vehicle trip generation.

Recommends conditions in relation to a travel plan and cycle parking details.

Requires a contribution of £467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.

**6.15 Lead Local Flood Authority – Has no objections, as amended, subject to conditions.**

Sets out that surface water from the development can be managed through the use of blue roofs which would result in a reduction in the existing runoff rate by 37%.

Recommends conditions in relation to a detailed surface water drainage for the site based on the Drainage Strategy for Phase 1 and later phases, measures indicating how additional surface water run-off from the site will be avoided during the construction works, finished floor levels, and a hydrological report and mitigation with regards to the impact upon groundwater levels to ensure that the development would not result in an increase in the risk of flooding.

**6.16 Environment Agency – Has no comments**

**6.17 Anglian Water – No objections, as amended, subject to conditions**

Sets out that the site is within the catchment of Cambridge Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows generated by the development but is in the growth plan from 2025-2030, the sewerage system network at present has available capacity for used water flows from the development, and the surface water discharge rate is acceptable.

Recommends conditions in relation to written confirmation from Anglian Water confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development and detailed designs for the surface water drainage scheme based upon the Flood Risk assessment for each phase of the development.

Also requests informatives with regards to protection of assets, connection to the public sewer, building near to public sewers, drainage details not approved for adoption,

**6.18 County Archaeology – No objection subject to a condition**

Sets out that the development is located in an area of archaeological potential.

Recommends a condition in relation to a programme of archaeological work.

**6.19 Cambridge Airport Safeguarding – No objections, as amended, subject to conditions**

Sets out that the development has been examined from an aerodrome safeguarding perspective.

Recommends conditions in relation to further engagement with Cambridge Airport to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO) to determine the level of impact, a bird hazard management plan, and a glint and glare assessment.

Also requests informatives with regards to crane details and wind turbines.

**6.20 Police Architectural Liaison Officer – No objections, as amended subject to conditions**

Sets out secured by design and security measures.

Recommends conditions in relation to lighting, CCTV cameras, cycle stands/racks, external doors, landscaping heights, path widths, signage, internal doors, reception control, curtain walling, access control, alarms, roof terrace protection, and substation enclosure.

**6.21 Fire Authority – No objections subject to a condition**

Recommends a condition in relation to the provision of fire hydrants.

**6.22 Design Review Panel Meeting – 25 July 2024**

**6.23** The final report states the following: -  
The design was very well received, and the presentation was clear and well structured. The Panel applauded the use of the site model. It will be invaluable as part of the communication of the scheme and could be further developed with larger scale representation of parts of the scheme as designs are firmed up.. it is important to describe the process, options and resolution of the overall concept which is best described in the Design and Access statement. This should be a priority and be a live document. The initial phase is in development and was not addressed in any detail by the Panel review. How this will look, function and all be accessed from a visitor's arrival, and throughout their journey through the development, prior to and during the construction of all the later phases, currently planned to be spread over many years, should be demonstrated. A further Panel review of future phase design guidelines and parameters would seem valuable. With more local consultation, character assessment, development of design guidelines and metrics and a well documented Design and Access Statement, the outline proposals must set a standard for future phases.

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

**7.0 Third Party Representations**

**7.1** 12 representations have been received.

**7.2** Those in objection have raised the following issues:

- Principle of development- Loss of housing site, Class E uses, opening hours, need for development, loss of small offices, loss of low spec unit with low rent, no benefit to local community
- Character and appearance- higher than existing buildings, out of character with surroundings, poor design and materials
- Residential amenity- loss of privacy, loss of light, overshadowing, towering over neighbours, noise, anti-social behaviour
- Construction impacts- long construction period, noise, vibrations, dust, asbestos, health and safety
- Highway safety- increased traffic and congestion on Cherry Hinton Road
- Biodiversity- impact on wildlife

**8.0 Member Representations**

**8.1** No member representatives have been received.

**9.0 Local Interest Groups and Organisations**

**9.1** Cam Cycle objects to the application on the grounds of the lack of access permeability to the site and lack of quality cycle parking.

- 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 Principle of Development**
- 10.2 Policy 1 of the Cambridge Local Plan (2018) sets out the presumption in favour of sustainable development.
- 10.3 Policy 2 outlines the spatial strategy for the location of employment development. The strategy will support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities.
- 10.4 Policy 3 outlines the spatial strategy for the location of residential development. The strategy is to focus the majority of new development in and around the urban area of Cambridge.
- 10.5 Policy 27 identifies the specific sites considered suitable for development to contribute towards Cambridge's needs to 2031 in Appendix B. Site R7 allocates 2.79 hectares of existing mixed commercial land at The Paddocks, 347 Cherry Hinton Road, Cambridge for a residential development (123 dwellings).
- 10.6 Policy 40 encourages development to come forward for new offices, research and development and research facilities in specific areas of the city, which this site sits outside. Policy 40 states that proposals for the development of these uses elsewhere in the city will be considered on their merits.
- 10.7 Policy 41 seeks to retain protected industrial sites and also states that there will be a presumption against the loss of any employment uses outside protected industrial sites.
- 10.8 Paragraph 78 of the National Planning Policy Framework (NPPF) states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing.
- 10.9 Paragraph 85 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.
- 10.10 Paragraph 87 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors.
- 10.11 Paragraph 125 states that planning policies and decisions should, amongst other criteria, give substantial weight to the value of using suitable brownfield land within settlements.
- 10.12 The application is supported by a Planning Statement and Response to Policy Comments document.
- 10.13 The site is located in the Coleridge ward within the city of Cambridge. It currently comprises mixed commercial uses. Policy 27 of the Local Plan allocates the site for residential purposes.

- 10.14 The proposal seeks redevelopment of the site for employment purposes under Class E(g)(i) consisting of offices, research and development, and light industrial uses known as 'Midtech'.
- 10.15 The Greater Cambridge Warehouse and Industrial Space Needs Report (March 2025) defines Midtech as "modern general industrial premises that have a greater emphasis on the office / R&D element alongside manufacturing and storage / distribution (Use Class E(g) typically but also covering the wider B8/B2 uses.
- 10.16 The Policy Officer has commented that as the adopted Local Plan 2018 allocates the site for residential use, any application for different uses would need to demonstrate material considerations why this is suitable and consider the impacts of not delivering the residential uses.

The Greater Cambridge Local Plan First Proposals document proposes that the site is retained for existing (mixed commercial) uses. Whilst the principle of the loss to residential was accepted in the Local Plan 2018, there are material considerations which have arisen since the plan was adopted. Evidence prepared at First Proposals (Preferred Options) stage and to underpin the Draft Greater Cambridge Local Plan indicates the importance of retaining and increasing the supply of industrial land within Cambridge/Greater Cambridge. Loss of industrial business space should be considered in the planning balance, and the applicant should consider impact of their proposals on industrial land supply.

The Greater Cambridge Employment Land and Economic Development Evidence Study (Nov 2020) concluded that the demand for residential and other uses has pressurised land values and reduced the industrial supply in Cambridge, leading to rental increases for industrial units. There is a land use efficiency logic to removing these lower value activities from the City. However, at a certain point this becomes inefficient with customers and employees having to travel too far (or not travelling at all) to businesses outside of the city. As a result some industrial locations should be protected in the city to support the economic needs and diversity of employment opportunities. Release of these sites should be assessed on a site by site basis however in reality there are a limited number of industrial areas remaining.

The Greater Cambridge Employment and Housing Evidence Update (Jan 2023) concludes that whilst the need for office/ R&D floorspace to 2041, is essentially met through current supply and positively met and exceeded through current proposals, an additional 149,200 sqm of industrial/warehouse space is required when balanced with current supply and additional floorspace maybe required over and above the allocations proposed in the Greater Cambridge Local Plan First Proposals.

- 10.17 The applicant's case in favour of the development as follows: -
- i) The site is occupied by a number of long term leases and it is not available for housing within the adopted Local Plan period.
  - ii) Policy S/LAC of the Emerging Greater Cambridge Local Plan - First Proposals removes residential allocation R7: The Paddocks, 347 Cherry Hinton Road and seeks to retain the site for employment.

- iii) The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply April 2025 does not make an allowance for housing on the Paddocks site.
- iv) The existing site is actively managed and there is continued demand for commercial space.
- v) The existing buildings are in need of redevelopment to meet current building standards, including sustainability credentials and tenant expectations. This has been confirmed by a Building Survey and Pre-Demolition Audit in July 2024.
- vi) The proposed development will not result in the loss of employment uses, as the proposed development will provide new high quality flexible and adaptable buildings designed to meet the needs of the current and future employment market.
- vii) The “Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (September 2024) emphasises that Greater Cambridge remains one of the most desirable places in the UK and the world for both the ICT and life sciences sectors. Greater Cambridge will need to enhance its offer to support its existing ecosystem and continue to compete on the national and international scale.
- viii) The Greater Cambridge Warehouse and Industrial Space Needs Evidence Base report identifies a significant demand for ‘Mid-tech’ spaces. It recommends a need of 31,700sqm floorspace in Greater Cambridge, in locations with enhanced urban connectivity, urban fringe, or proximity to science parks. The proposed Paddocks development, which is centrally located within a 15-minute ecosystem of other Cambridge science and technology clusters, would meet this identified need in Cambridge. In total, approximately 24,500sqm of GIA in Use Class E(g), is proposed across the site.
- ix) The redevelopment of brownfield land is supported in national and local policy, and there is a locally identified need for the provision of a range of types and sizes of floorspace in established employment clusters in Cambridge.
- x) The development will be delivered over a phased period with the final phase planned to be delivered in 2040. All existing tenant leases will expire before redeveloping the respective phases of the site. This allows the existing tenants time to plan and relocate and tenants with leases that expire during any of the development phases would be given the opportunity to lease units in the new buildings.

### ***Loss of housing land***

- 10.18 The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply Report (April 2025) sets out how the delivery of housing granted planning permission on allocated and unallocated housing sites in Cambridge City and South Cambridgeshire will contribute to the housing requirement set out in the Local Plans.

- 10.19 Appendix C sets out an assessment of each site in the Greater Cambridge housing trajectory. For the application site, it states the following: -

The site was originally allocated in the Cambridge Local Plan 2006 (adopted in July 2006) and the allocation has been carried forward into the Cambridge Local Plan 2018 (adopted in October 2018, Site R7). The site is allocated for 123 dwellings.

The Council’s preferred approach as set out in the Greater Cambridge Local Plan – First Proposals (November 2021) is to not carry this allocation forward into the new Greater Cambridge Local Plan, as it is considered more appropriate to retain the site for the existing mixed commercial uses. The Council will continue to



review through the plan making process whether or not to carry forward this allocation into the new Local Plan.

The agent has advised that the site remains occupied by a number of long term leases, such that the site is not available for housing within the adopted plan period. Although the site is suitable for redevelopment for housing, there is a stronger need to retain its employment use, and that optimising the employment use of this brownfield site is a more sustainable use of the land

The Council has therefore made no allowance for housing on this site by 2045 in this housing trajectory.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF, this site is not considered deliverable or developable as although the site is allocated in the Cambridge Local Plan 2018, the Council and the landowner consider that it more appropriate to retain the site for commercial uses.

- 10.20 The report concludes that the two authorities jointly have a housing land supply of 5.5 years from 2025 to 2030. This excludes the application site.

***Retention and increase of employment development***

- 10.21 The Greater Cambridge Warehouse and Industrial Space Needs Report (March 2025) sets out that there are a number of different industrial occupiers seeking space across Greater Cambridge. This includes:
- i. manufacturers who wish to grow or benefit from local labour and skills;
  - ii. general industrial operators servicing the local population and market;
  - iii. distributors to support requirements of households and businesses; and
  - iv. midtech operators who need a mixed space typology for R&D prototyping and testing.
- 10.22 The report states that there is a good range of existing industrial parks in the city, road corridors and surrounding villages. The highest floorspace for industrial uses relates to manufacturing (24.5%) and the lowest relates to general industrial (4.3%). There has been a general increase in manufacturing, mid-tech, and distribution but a decrease in wholesale.
- 10.23 The report identifies that there are existing mid tech uses at The Bourn Quarter and Accelerator Park in Sawston.
- 10.24 There is a demand for an additional 31,700 square metres of midtech floorspace in unit sizes of 100 to 2000 square metres in locations with enhanced connectivity to labour market, on the urban fringe or in close proximity to the science parks.
- 10.25 The Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (September 2024) sets out the employment space requirements for the 'key sectors' that notably drive employment growth in Greater Cambridge.
- 10.26 The report states that there is a well-established network of science and technology parks that each play a particular role in the knowledge ecosystem. Employment in the area is dominated by the professional, scientific and

technical services sector (21%) which includes scientific research and development, followed by education (15%), health (14.0%) and ICT (9.0%).

- 10.27 The report identifies existing life science uses at Cambridge Biomedical Campus, Cambridge Science Park, Babraham Research Park, Granta Park, Great Abington, and the Wellcome Genome Campus, Hinxton.
- 10.28 There is a demand for 600,000 square metres of life sciences floorspace with 10% in start-ups with units sizes of 0 to 200 square metres in existing locations, 40% for scale ups with units sizes of 200 to 2,500 square metres in parts of larger developments, 30% for larger scales of with unit sizes of 2500 to 5,000 square metres, and 20% for larger scale with units sizes of over 5,000 square metres both in integrated place based locations with quality premises with amenities and good sustainable connections.

### ***Summary***

- 10.29 Taking into consideration the limited potential for the delivery of housing on the site due to the long term leases on the existing commercial units and current five year housing land supply together with the evidential need for midtech uses in sustainable brownfield locations, the provision of flexible and adaptable units in a variety of sizes for a range of uses, and the creation of 925 jobs, officers are of the view that there are material considerations in this case for supporting redevelopment of the site for employment purposes which would outweigh the allocated loss of the site for housing land.
- 10.30 A condition would be attached to any consent to restrict the development to Class E(g) uses to ensure that it contributes towards the identified need for midtech uses.
- 10.31 Whilst the proposal would not accord with Policies 3 and 27 of the Local Plan, the proposal would accord with Policies 2, 40 and 41 of the Local Plan. Material considerations indicate the principle of the proposal development is acceptable.
- 10.32 **Character and Appearance - Design, Layout, Scale and Landscaping**
- 10.33 Policy 55 seeks development to respond positively to its context which has drawn inspiration from the key characteristics of its surroundings to create distinctive and high quality places.
- 10.34 Policies 56 and 57 support the creation of successful places through development that is designed to be attractive, high quality, accessible, inclusive and safe.
- 10.35 Policy 59 requires external spaces, landscape, public realm, and boundary treatments to be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.
- 10.36 Policy 60 sets out criteria for the assessment of tall buildings and the skyline in Cambridge.
- 10.37 Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

- 10.38 Paragraph 135 of the NPPF sets out the key criteria in relation to design to achieve successful developments
- 10.39 The application is supported by a Design and Access Statement, Design Code, Supplementary Information, Parameter Plans, and a Townscape and Visual Impact Assessment.
- 10.40 The site currently comprises The Paddocks Business Centre which consists of a range of office and industrial buildings which vary in scale and height from smaller single storey units to larger two and three storey units. The buildings include L shaped linear and rectangular plan forms and flat, mansard, monopitch, and pitched roofs designs. The materials range from bricks, pebble dash render, and metal cladding for the walls and tiles to corrugated metal sheeting for the roofs. Overall, the site has an office building at the entrance with industrial units across the remainder of the site.
- 10.41 The existing buildings are arranged to the east and west of a main central access road and there is a secondary access road between some of the buildings and around part of the perimeter of the site. There are currently 309 vehicle parking spaces and 95 informal cycle parking spaces adjacent to the access road and around the perimeter of the site.
- 10.42 The central access has some trees and landscaping and the site boundaries are aligned by mature trees and landscaping and/or high timber fences.
- 10.43 The site is surrounded by residential development in Chalmers Road to the north (two storey), Kelvin Close to the east (two storey), and Jasmine Court, Burling Court and Brooklyn Court (three storey) and Cherry Hinton Road (two storey) to the south. There are allotments gardens to the west which are Protected Open Space with residential development in Perne Road beyond (two storeys). Adkins Corner Neighbourhood Centre lies to the south west.
- 10.44 Phase 1 would be situated in the south western part of the site. It would consist of a single building which would be sited approximately 90 metres back from Cherry Hinton Road, 20 metres from the main southern boundary of the site, and 22 metres from the western boundary of the site. The siting of the building would be set further back from Cherry Hinton Road and the southern site boundary than existing building at Lincoln House.
- 10.45 The northern elevation of the building facing the plot for Phase 2A and the southern elevation facing Burling Court and Brooklyn Court would measure approximately 47.5 metres in width and the eastern elevation facing the main central landscape spine and the western elevations facing towards Perne Road would measure 33 metres in length. The overall scale of the building in terms of its footprint would be similar to existing buildings on the site although it is noted that it would be larger than the adjacent residential buildings.
- 10.46 The building would be part two storey and part three storey. It would measure approximately 10.3 metres in height to the parapet adjacent to the southern elevation and approximately 14.4 metres in height set back 12.3 metres from the southern elevation. The higher set back area would have a rooftop plant enclosure of 2.8 metres in height. The existing building at Lincoln House is three storeys and approximately 9.4 metres in height. The area of the new building closest to the southern boundary of the site would be approximately 0.9 metres higher than the existing building but the higher part of the building away from the

boundaries of the site would be approximately 5 metres higher and 7.8 metres higher including the external plant enclosure. The overall height of the development would be similarly close to the southern boundary but would rise to a significantly greater height further away from the boundary.

- 10.47 The building would have a simple and relatively rectangular block plan form which would in keeping with the plan form of existing buildings on the site and buildings in the area.
- 10.48 The building would have a stepped eastern elevation and height with recessed element and lower height at the entrance to the site. The facades of the front lower element building would comprise vertical fins to add interest, and the eastern elevation would have a glazed entrance feature and full height glazing at ground floor level and features at first and second floor levels to create an active frontage. All elevations would have windows. The building would have a flat roof design. Whilst the flat roofs of the building would reflect the design of some of the existing buildings on the site, it would not be in keeping with the residential context which comprises mainly pitched roofs. However, the building would have a high quality and contemporary design which is considered to create a sense of place and enhance the character and appearance of the area.
- 10.49 The building walls would be constructed from a brick plinth with vertical metal cladding above in a light shade for the lower element and darker shade for the higher element. The roof plant enclosure would be constructed from perforated metal. The materials of construction are considered to be in keeping with some of the materials of the existing buildings but would be modern represent a building of its time. A condition would be attached to any consent to agree the precise materials to ensure it results in a quality development which preserves the character and appearance of the area.
- 10.50 The building would comprise an external amenity space in the form of a roof terrace and there would be a small grass amenity space to the south west under the trees. Ancillary buildings such as refuse stores and a substation would be provided to the west and are considered acceptable.
- 10.51 24 vehicle parking spaces would be provided to the south and west of the building and 5 temporary spaces within the phase 2b boundary. Two spaces would be for disabled motorists and 14 spaces would have electric vehicle charging. Two cycle parking areas with 55 spaces would be provided to the south of the building. This would consist of 10 covered staff Sheffield stands, 38 covered two tier stands, 4 visitor Sheffield stands, and 3 covered cargo cycle spaces. The site also includes an area for electric scooter parking.
- 10.52 Vehicular, cycle, and pedestrian access to the site is from Cherry Hinton Road to the south. Further details of the access are set out in the Highway safety and Transport Impact section of the report. There would be a vehicular route around the perimeter of the site, and shared cycle and pedestrian routes through the central spine.
- 10.53 Phases 2 to 5 would be situated to the northern and south eastern part of the site. It consists of 4 further buildings with one adjoined to Phase 1. Phase 2A would be sited to the north of Phase 1, Phase 3 and 4 would be sited to the north west, Phase 5 would be to the north east and Phase 2B would be to the south east. The buildings would be sited to the east and west of the main central landscape spine at varying distances to create articulation and interest.

- 10.54 Phase 2A would be set back approximately 120 metres from Cherry Hinton Road and 24 metres from the western boundary. It would be sited in a similar position to existing buildings on the site.
- 10.55 Phase 2B would be set back approximately 90 metres from Cherry Hinton Road and 60 metres from Kelvin Close. It would be 20 metres from the southern boundary and 15 metres from the eastern boundary. It would be set back further from the southern and eastern boundaries than the existing building.
- 10.56 Phases 3 and 4 would be set back approximately 180 metres from Cherry Hinton Road and 60 metres from Chalmers Road, It would be 15 metres from the northern boundary and 20 metres from the western boundary. Part of the building would be closer to the northern boundary than the existing building.
- 10.57 Phase 5 would be set back approximately 140 metres from Cherry Hinton Road, 60 metres from Chalmers Road, and 65 metres from Kelvin Close. It would be 15 metres from the northern boundary and 20 metres from the eastern boundary. The building would be further from the northern boundary and in a similar position with regards to the eastern boundary.
- 10.58 The overall siting of the buildings is considered to reflect the general layout of the existing site.
- 10.59 The maximum scale and floorspaces of the buildings (GEA) would be as follows:  
Phase 2A - 48 metres width x 42 metres length - 4,726 square metres  
Phase 2B - 43 metres width x 38 metres length - 3,628 square metres  
Phase 3 - 51 metres width x 21 metres length - 2,349 square metres  
Phase 4 - 51 metres width x 41 metres length - 4,338 square metres  
Phase 5 - 41 metres width x 89 metres length - 7,188 square metres
- 10.60 The scales of the buildings in terms of footprints are considered to be similar to the existing buildings.
- 10.61 The maximum heights of the buildings would be 17.75 metres closer to the centre of the site and the buildings would step down at approximately 13 metres from the edge of the site with lower sections at 14.95 metres and 10.95 metres in height buildings closer to the eastern and western boundaries. The heights of the buildings would be significantly higher than the existing buildings in these areas of the site which are mainly single to two storeys in height.
- 10.62 The buildings would have simple rectangular plan forms.
- 10.63 The design of the buildings would vary across the site. Two different character types would be provided to the north and south. The zone to the south would be the prominent arrival point and would comprise gateway buildings. The buildings would have flat roofs. The zone to the north would have less prominent buildings and some would have varied roofscapes to delineate the units. All buildings would have a vertical emphasis and incorporate articulation and design features to create interest and activity at ground level. Entrances to the buildings would be from the main central spine and clearly legible. The general design principles of the buildings are supported.

- 10.64 The materials of construction would be metal cladding which is complementary in colour and tone to Phase 1 and contemporary in appearance to reflect innovation which is welcomed.
- 10.65 There would be a new landscaping area to the west of the access road and a main central landscape spine which would enhance arrival to the site. The main landscape spine would be aligned north to south and have a maximum width of 18 metres and the secondary landscape spines would be aligned east to west and have maximum widths of 16 metres. The main landscape area would comprise large and medium sized tree planting, an avenue of trees, raised large planting beds, seating, a water feature, and fitness offer. It would have pedestrian and cycle access only and some small pockets of visitor cycle parking. The eastern and western landscape areas would comprise smaller trees and planting beds, seats, areas for food vans, and cycle stores. There would be a range of hard surface materials from paving to bonded gravel. Soft landscaping would comprise approximately 90 new trees and consist of native trees, hedges, and shrubs with biodiversity and seasonal interest. The landscape strategy will be phased in relation to the development. The main central landscape spine would provide an attractive public realm which would create a sense of place and enhance the quality of the development. The secondary landscaped areas would provide a pleasant space close to the central spine but more functional spaces closer to the edges of the site which is satisfactory.
- 10.66 The Landscape Officer has commented that previous concerns raised in relation to the quality of the townscape being created as experienced from Cherry Hinton Road, the impact on residential receptors to the south, and the width of the landscape corridor have now been addressed.
- 10.67 However, there are still some concerns in relation to the massing and height of Phases 4 and 5 upon the residential context of the site and residential receptors, lack of landscaping in car parking areas, the provision of cycle parking in the public realm, and the lack of a focal point tree at the end of the landscape spine.
- 10.68 The Urban Design Officer also has some concerns in relation to the massing and height of Phases 4 and 5 upon the residential context of the site and prefers smaller and finer grain buildings.
- 10.69 The applicants' agent has responded to the Landscape Officer's comments as follows: -
- A spatial separation of at least 45m will be maintained between the nearest residential properties and the buildings on Phases 4 and 5 and the existing tree planting along the boundary is protected by TPO's and would be infilled to reduce visibility from neighbouring properties and provide an enhanced buffer to the surrounding context.
- 10.70 Whilst the comments of the Landscape and Urban Design Officers are noted in relation to the impact of the later phases of the buildings upon the residential context and receptors, the development is not considered to be out of keeping with the character and appearance of the area. The Design Code sets out that the buildings would have varied forms, heights, rooflines, and elevation treatment which would ensure that its mass would be appropriate. The detailed design of the buildings would be subject to future reserved matters applications.

- 10.71 The proposed building on Phase 1 would be mainly visible from close public viewpoints in Cherry Hinton Road and Wulfstan Way along the access road to the site and beyond the existing three storey buildings and trees at Jasmine Court, Burling Court, Brooklyn Court, and beyond the lower buildings and trees at Adkins Corner.
- 10.72 Whilst it is acknowledged that the higher elements of the building would be significantly greater in height than the existing buildings and surrounding residential context, given its position set approximately 92 metres from Cherry Hinton Road and the rendered verified views provided in the Townscape and Visual Impact Assessment and Amended Viewpoints documents, the proposal is not considered to result in a visually dominant and intrusive mass of development which would adversely affect the character and appearance of the area. The development is unlikely to be highly visible from longer distance viewpoints.
- 10.73 The proposed buildings on Phases 2 to 5 would mainly be visible from close viewpoints in Cherry Hinton Road, Chalmers Road, Kelvin Close, and Wulfstan Way along the access road to the site and beyond the existing two and three storey buildings and trees at Jasmine Court, Burling Court, Brooklyn Court, Chalmers Road, and Kelvin Close.
- 10.74 Whilst it is acknowledged that the higher elements of the building would be significantly greater in height than the existing buildings and surrounding residential context, given its position set approximately 92 metres from Cherry Hinton Road and approximately 60 metres from Chalmers Road and Kelvin Close and the rendered verified views provided in the Townscape and Visual Impact Assessment and Amended Viewpoints documents, the proposal is not considered to result in a visually dominant and intrusive mass of development which would adversely affect the character and appearance of the area. The development is unlikely to be highly visible from longer distance viewpoints.
- 10.75 The comments of the Police Designing Out Crime Officer and Access Officer are noted. However, it is not considered reasonable to add conditions in relation to specific types of security measures or internal means of accessibility. However, these will be added as informatives to any consent.
- 10.76 In summary, the siting, scale, height, design, and materials of the building on Phase 1 is considered to represent a high quality development which be in keeping with the context of the site and would preserve the character and appearance of the area.
- 10.77 In summary, the Design Code for the buildings on Phases 2 to 5 are considered to represent a high quality development which be in keeping with the context of the site and would preserve the character and appearance of the area.
- 10.78 The proposal would accord with Policies 55, 56, 57, and 59 of the Local Plan and the NPPF.

### **Heritage Assets**

- 10.79 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.

- 10.80 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.
- 10.81 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.
- 10.82 Paragraphs 212 and 216 of the NPPF set out the considerations in relation to heritage assets.
- 10.83 Cherry Hinton Hall and The Lodge and Gate piers are grade II listed buildings situated approximately 400 metres to the east of the site.
- 10.84 Cherry Hinton Hall is a Tudor style country house built in 1839. The Lodge is ancillary to the hall also built in 1839. The significance of the listed buildings are their historic and architectural character and parkland setting.
- 10.85 The Conservation Officer has commented that the intervisibility study provided, indicates that there will be no intervisibility between Cherry Hinton Hall or The Lodge and the new buildings due to the distance between them and the intervening buildings and vegetation. Therefore, the listed buildings' settings will not be affected, and no harm caused.
- 10.86 Cambridgeshire County Council Historic Environment Team has commented that the proposed development is located in an area of archaeological potential.
- 10.87 Recommends a condition in relation to a programme of archaeological works to safeguard any important archaeological assets.
- 10.88 The development is considered to preserve the setting of the listed buildings and any important archaeological remains and would not result in harm to the significance of designated or non-designated heritage assets.
- 10.89 The proposal would accord with the provisions of the Planning (LBCA) Act 1990, Policies 61 and 62 of the Local Plan, and the NPPF.
- 10.90 **Trees**
- 10.91 Policy 71 of the Local Plan seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area.
- 10.92 Paragraph 136 of the NPPF states that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Opportunities should be taken to incorporate trees on streets and elsewhere in developments, that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.
- 10.93 The application is supported by an Arboricultural Impact Assessment, Tree Survey and Tree Protection Plan.



- 10.94 The site comprises a number of trees. There are Tree Preservation Orders covering areas of trees along the northern and western boundaries and two individual trees along the southern boundary.
- 10.95 There are 34 individual trees, 21 trees groups on the site. These comprise of 8 category A trees (high quality), 184 category B trees (moderate quality), 25 category C trees (low quality), and 2 category U trees (unsuitable for retention) on the site.
- 10.96 The development would not result in the loss of any category A trees. However, it would result in the loss of 9 category B trees, 3 category C trees, and 1 category U tree. A small internal hedge would also be lost. All other trees would be retained and protected during development.
- 10.97 The Trees Officer has commented that given the level of tree retention proposed the proposal is acceptable at this stage. As detailed applications come forward it will be necessary to ensure that root protection areas and canopy spreads are respected and protected from any aspect of development with the potential to cause the removal of or harm to any tree shown to be retained. Detailed plans will also need to provide adequate space for replacement and new trees of stature. Forthcoming detailed applications must be supported by an updated Arboricultural Impact Assessment for approval.
- 10.98 Recommends conditions in relation to a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site meeting to discuss the AMS, implementation of the phased tree protection methodology, and replacement of any trees removed.
- 10.99 The development is not considered to result in the loss of any important trees which make a significant contribution to the visual amenity of the area and the development would provide a high quality central landscape spine, a new landscape area adjacent to the main access road and additional landscaping along the secondary spines, perimeter of the site, and boundaries p to mitigate the impact of the trees lost.
- 10.100 The proposal would accord with Policy 71 of the Local Plan.
- 10.101 **Biodiversity**
- 10.102 The Environment Act 2021 and the 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.
- 10.103 Policy 69 of the Local Plan only permits development if it will not have an adverse impact on, or lead to the loss of, part or all of a site of biodiversity importance.
- 10.104 Policy 70 seeks to protect and enhance priority species and habitats.
- 10.105 The application is supported by an Ecological Appraisal including a Bat Survey and Badger Survey, and Biodiversity Net Gain Assessment, and DEFRA Metric.
- 10.106 Cherry Hinton Hall Bird Sanctuary is a City Wildlife Site situated approximately 500 metres to the east of the site. It is a woodland of 1ha or more in area with 5 or more woodland plants.

- 10.107 Given the separation distance from the Bird Sanctuary, the development is not considered to adversely affect the City Wildlife Site.
- 10.108 The site comprises existing buildings, hardstandings, bare ground, grassland, scrub, trees, hedges, and ornamental planting.
- 10.109 The line of trees on the site has been identified as an important ecological feature at site level.
- 10.110 Building 10 has moderate suitability and Buildings B2 and B3 have low suitability to support roosting bats. A number of mature trees have bat roost features. The Bat Survey did not record any emergence or re-entry of the buildings by bats but did record some commuting along boundaries and passes. No badger setts or features were recorded on the site. No pond were identified within 250 metre of the site. The habitats on the site are of poor suitability for reptiles. There are suitable habitats for birds and hedgehogs on site.
- 10.111 The pre-development baseline biodiversity value of the site is 5.70 habitat units and 0.56 linear units.
- 10.112 New habitats created following the development include modified grassland, mixed scrub, introduced shrubs, urban trees, and native hedges. This would result in an increase in 0.74 habitat units (13%) and 3.31 linear feature units (591%).
- 10.113 The Nature Conservation Officer has commented that the survey effort is acceptable. The line of existing boundary trees and majority of other site trees are proposed for retention in line with the mitigation hierarchy. Content with the habitat type, area and condition assigned to form the BNG baseline as detailed within the Biodiversity Net Gain Report (Aspect Ecology, Dec 24). The proposed landscape scheme demonstrates a 13.07% uplift in area habitat units and a 590.90% uplift in Hedgerow units. The latter offers a large margin of error and a significant betterment. Whilst the former is close to the minimum 10% mandatory uplift. Further enhancement might be possible through the use of biodiverse green roofs on suitable buildings.
- 10.114 Recommends conditions in relation to a Biodiversity Net Gain and an ecological enhancement scheme.
- 10.115 The development is not considered to adversely affect any protected species and would overall result in an excess of 10% gain in biodiversity.
- 10.116 The proposal would accord with the Environment Act, Policies 69 and 70 of the Local Plan, and the Biodiversity SPD.
- 10.117 **Highway Safety and Transport Impacts**
- 10.118 Policy 80 of the Local Plan supports developments where access via walking, cycling and public transport are prioritised and is accessible for all.
- 10.119 Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

- 10.120 Policy 82 requires development to meet the parking standards set out in Appendix L. Office uses require a maximum of 1 vehicle parking space per 40 square metres outside controlled parking zones including disabled car parking (5% as employees not currently known). Office uses require a minimum of 2 cycle parking spaces for every 5 members of staff or 1 per 30 square metres Gross Floor Area (whichever is greater) and some visitor parking on merit.
- 10.121 Paragraph 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.122 The application is supported by a Transport Assessment, Travel Plan, Response to Cambridgeshire County Council Transport Team comments and Response to Active England Comments.
- 10.123 The site is located on Cherry Hinton Road which is a busy through road which leads from the city centre towards Cherry Hinton and then out of the city towards Fulbourn. It links with the ring road at Perne Road/Mowbray close to the site. The road has a speed limit of 20 miles per hour where the existing access joins the road. The northern side of Cherry Hinton Road has a segregated cycle path/footpath and the southern side has is an integrated cycle lane on the road with a separate footpath.
- 10.124 The existing access to the site is a two way road with footpaths to both sides. The western side has a gate but the eastern side appears to be blocked by a fence.
- 10.125 The site is situated approximately 160 metres from a bus stop to the west of the site on Cherry Hinton Road adjacent to Adkins Corner. This bus stop is served by the Citi 3 service from Fison Road to Cherry Hinton via Cambridge city centre and the railway station. It has a good service with buses every 15 minutes in the day and 30 minutes in the evening Mondays to Fridays.
- 10.126 The site is situated approximately 275 metres from a bus stop to the east of the site on cherry Hinton Road or south of the site on Wulfstan Way. These bus stops are served by the Citi 2 service from Milton to Addenbrookes Hospital via the city centre. It has a good service with buses every 20 minutes in the day and 30 minutes in the evening Mondays to Fridays.
- 10.127 The site is situated approximately 2km from the Cambridge Railway Station to the west. The station has train services to a number of villages close by and towns and cities further afield such as Royston, Ely, and London. The station can be accessed by walking or cycling along Cherry Hinton Road and Hills Road.
- 10.128 The application proposes works to revise the design of the access on to Cherry Hinton Road. The access would be 6 metres wide with integral cycle lanes provided on each side of the road with a width of 1.7 metres. A new 2 metre wide segregated footpath provided along the western side of the road. Dropped kerbs will be provided on both sides of the access for the footpath on Cherry Hinton Road. Within the site, there will be a two way vehicle route to the south of the buildings and a raised table with a crossing point from the footpath to the central spine. The perimeter of the site would have a one way vehicular route.

- 10.129 The existing site has a floorspace of approximately 12,663 square metres (GIA) and comprises development under classes E(g), B2, and B8. The existing trip generation of the site based upon the TRICS land use database is estimated to be approximately 154 two-way vehicle trips in the AM peak hour and 114 two-way vehicle trips in the PM peak hour. A significant proportion of the trips are by cars but there are some trips by heavy goods vehicles, and light goods vehicles.
- 10.130 The proposed development would have a maximum floorspace of 25,900 square metres (GEA) and comprise development under Class E(g). The proposed trip generation of the site based upon the amount of vehicle parking spaces provided on the site and travel by vehicles to Cambridge Science Park is estimated to be approximately with the addition of deliveries is 96 two-way vehicle trips in the AM peak hour and 77 two-way vehicle trips in the PM peak hour. A significant proportion of the trips are by cars but there are some trips by heavy goods vehicles, and light goods vehicles.
- 10.131 The estimated mode shares of employees would be 44% cycling, 11% walking, 9% public transport use, 28% vehicle use, and 8% other based upon Cambridge Science park data. The distribution of pedestrian and cyclists trips shows that the highest would be from Perne Road north and Cherry Hinton Road west.
- 10.132 200 vehicle parking spaces would be provided which is calculated at 1 space per 130 square metres and 388 cycle parking spaces would be provided based on the number of staff working at the site at one time. This results in a reduction in 109 vehicle parking spaces from the existing 309 spaces and an increase in 293 cycle parking spaces from the existing 95 spaces. 5% would be accessible parking spaces and 50% would have electronic vehicle charging point. Vehicle and cycle parking would be provided adjacent to the buildings. An e-scooter parking area would be provided close to the central spine.
- 10.133 Cambridgeshire County Council Development Control Team has no objections subject to a condition to agree a Traffic Management Plan during demolition and construction to ensure the development is not detrimental to highway safety.
- 10.134 Cambridgeshire County Council Transport Assessment Team comments that the Transport Assessment for this development proposes a design led approach to parking provision with low vehicle parking and vehicle trip generation. This is possible because of the high quality walking, cycling and public transport routes that have been, or are to be implemented in this area. This transport infrastructure will enable the car mode share to fall, and for the mode share for walking, cycling and buses to increase.
- 10.135 Recommends conditions in relation to a travel plan and cycle parking details to encourage travel by sustainable modes of transport and a Section 106 contribution of £467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.
- 10.136 Active Travel England has commented that some of the infrastructure outside the site is of poor quality such as the bus stops on Mowbray Road and Cherry Hinton Road, narrow footways on the roundabout, unsegregated cycle ways on 30 mph

roads which are not suitable for all users, and shared cycle and footways which may cause conflict.

10.137 Recommends a condition in relation to cycle parking to include the provision of lockers, changing, showers, drying areas, lighting and CCTV if in an area of poor surveillance.

10.138 The applicants have not agreed the required mitigation package to date and a further update on the position will be reported on the amendment sheet.

10.139 The decrease in the amount of vehicular traffic generated from the site is considered to represent a benefit.

10.140 The comments of Cam Cycle are noted. The applicants have explored additional connections to the site particularly onto Cherry Hinton Road but these are not deliverable due to land ownership issues. This is accepted and is not required as part of the development. The application significantly reduces the amount of vehicle parking on the site and increases the amount of cycle parking from the current situation to encourage more sustainable travel and has been accepted by the County Transport Team. The cycle parking details would be a condition of any consent.

10.141 The development is not considered to result in an increase in traffic generation which would be detrimental to highway safety. The site is located close to bus routes and the station with easy accessibility by public transport, cycling, and walking and would reduce the amount of vehicle parking spaces on the site and increase the amount of cycle parking spaces on the site which would encourage travel by more sustainable modes,

10.142 The proposal accords with Policies 80, 81, and 82 of the Local Plan and the NPPF. Subject to a S106 obligation to improve cycle and walking infrastructure in the area, the proposal is acceptable.

**10.143 Flood Risk and Water Management**

10.144 Policy 31 of the Local Plan requires developments to have appropriate sustainable foul and surface water drainage systems.

10.145 Policy 32 states that development will be permitted if an assessment of the flood risk is undertaken following the principles of the National Planning Policy Framework.

10.146 Paragraph 170 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

10.147 The application is supported by a Flood Risk Assessment (FRA), Drainage Strategy, and LLFA Response.

10.148 The site is located in Flood Zone 1 (low risk) as it is not in close proximity to any watercourses. However, the northern and eastern areas of the site are subject to surface water flood risk (high risk).

- 10.149 Offices have a less vulnerable flood risk vulnerability classification as defined in Annex 3 of the NPPF which is compatible with Flood Zone 1 (low risk) as outlined in Table 2 of the NPPG.
- 10.150 The FRA advises that there has been no historic flooding on the site and hydraulic modelling for the Coldhams Brook carried out by the Environment Agency in 2013 showed that the site remained free from flooding from all storm events 5%, 1%, 0.1% and 0.1% plus 20% climate change.
- 10.151 The site currently comprises mainly buildings and hardstanding and the proposed development would not increase the amount of non-permeable surfaces on the site.
- 10.152 Surface water from the development would discharge to SUDS incorporated within the buildings and landscape areas and surface water sewers. The SUDS includes the provision of blue green roofs on all buildings with blue paved terraced areas and natural drainage in landscaped areas. The provision of soakaways is not feasible on the site due to shallow ground water levels and there is no watercourse close to the site to receive the discharge of surface water.
- 10.153 Foul water from the development would discharge from the buildings to pipes below and then by gravity to the existing public foul water sewer to the west of the site.
- 10.154 The Local Lead Flood Authority has commented that the Flood Risk Assessment and Drainage Strategy documents demonstrate that surface water from the proposed development can be managed through the use of blue roofs, restricting surface water discharge to 771.1 l/s for a 1 in 100year storm + 40%. This is a 37% reduction on the existing runoff rate. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 10.155 Recommends conditions in relation to a detailed surface water drainage for the site based on the Drainage Strategy for Phase 1 and later phases, measures indicating how additional surface water run-off from the site will be avoided during the construction works, finished floor levels, and a hydrological report and migration with regards to the impact upon groundwater levels to ensure that the development would not result in an increase in the risk of flooding.
- 10.156 Anglian Water has commented that the site is within the catchment of Cambridge Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows generated by the proposed development. However, Cambridge WRC is included within our Business Plan as a named growth scheme with investment delivery planned between 2025-2030. The sewerage system network at present has available capacity for used water flows from the development. The proposed surface water strategy to discharge into Anglian Water surface water sewer at a restricted rate of 7.0ls for the entire site is acceptable.
- 10.157 Recommends conditions in relation to written confirmation from Anglian Water confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development and detailed designs for the surface water drainage scheme based upon the Flood Risk assessment for each

phase of the development to ensure that the development would not result in water pollution.

10.158 The development is not considered to be at significant risk of flooding and would not result in a significant increase in flooding to the site and surrounding area and would protect water resources from pollution.

10.159 The proposal is in accordance with Policies 31 and 32 of the Local Plan and the NPPF.

**10.160 Residential Amenity**

10.161 Policy 60 of the Local Plan sets out criteria for the assessment of tall buildings and the skyline in Cambridge. It includes amenity in terms of overlooking or overshadowing, and adequate sunlight and daylight.

10.162 Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments, amongst other criteria, create places with a high standard of amenity for existing and future users.

10.163 The application is supported by a Daylight and Sunlight Assessment.

10.164 The nearest neighbours to the site are located to the north in Chalmers Road, east in Kelvin Close, south in Jasmine Court, Cherry Hinton Road, Burling Court, and Brooklyn Court, and west in Perne Road.

10.165 Phases 2 to 5 of the development are indicative only at this stage and will be considered further at the reserved matters stage. The assessment below is based upon the maximum parameters with all measurements being approximate.

10.166 The Daylight and Sunlight Assessment has evaluated the impact of the development upon daylight in terms of the vertical sky component (VSC) in relation to the amount of light reaching a window. 202 windows of neighbouring properties were assessed. All of the 202 windows will meet the target values set out in the BRE guidance of at least 27%.

10.167 The Daylight and Sunlight Assessment has evaluated the impact of the development upon daylight in terms of the distribution of light within a room. 119 rooms of neighbouring properties were assessed. All 119 rooms will meet the target values set out in the BRE guidance as they would receive direct skylight of not less than 0.8 times its former value.

10.168 The Daylight and Sunlight Assessment has evaluated the impact of the development upon sunlight in terms of the distribution of sunlight within a room. 70 rooms of neighbouring properties were assessed. All 70 rooms will meet the target values set out in the BRE guidance of more than 25% of annual probable sunlight hours, or more than 5% of annual probable sunlight hours between 21st September and 21st March and; more than 0.8 times its former sunlight hours during either period and; a reduction in sunlight received over the whole year less than 4% of annual probable sunlight hours.

10.169 The Daylight and Sunlight Assessment has evaluated the impact of the development upon overshadowing of gardens of neighbouring properties. All the gardens will meet or exceed the BRE target values because at least 50% of the

area receives at least two hours of direct sunlight on 21 March, or the reduction in area receiving sun on that date is less than 20%.

- 10.170 All of the tests undertaken demonstrate that the development would comply with the BRE guidance in relation to daylight and sunlight.

### ***Brooklyn Court***

- 10.171 The properties in Brooklyn Court are three storey flats with communal gardens. They appear to have habitable room windows in their north elevation facing the site.
- 10.172 Phase 1 of the development would be sited to the north of these properties.
- 10.173 The building would be sited to the rear of Brooklyn Court and have a maximum width of 48 metres. The height of the building would be 10.75 metres at a distance of approximately 25 metres increasing to a maximum of 17.75 metres at a distance of approximately 37 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.174 Taking into consideration the 25 degree rule for developments which directly face an obstruction as set out in the BRE Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice for developments, the development would not obstruct the 25 degree vertical angle of view measured from the sill height of the lowest ground floor windows of the properties and boundary of the gardens. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.175 The first floor windows in the building would be sited approximately 25 metres from the windows in the rear elevation and 20 metres from the boundary of the gardens which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy. There are also some trees along the boundary.

### ***Burling Court***

- 10.176 The properties in Burling Court are three storey flats with communal gardens. They appear to have habitable room windows in their west elevation facing towards the side of Brooklyn Court but no habitable windows in their rear elevation facing the site.
- 10.177 Phase 1 of the development would be sited to the north of these properties.
- 10.178 The building would be sited to the side of Burling Court and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 24 metres increasing to a maximum of 17.75 metres at a distance of approximately 36 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.179 Taking into consideration the BRE guidance, the development would be to the side of the properties and obstruct the 45 degree horizontal angle of view but would not obstruct the 45 degree vertical angle of view measured from the sill



height (1.2 metres) from the lowest ground floor windows of the properties towards the building and the gardens. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.

- 10.180 The first floor windows in the building would be sited approximately 24 metres from the windows in the west elevation at an oblique angle and 20 metres from the boundary of the gardens which is not considered to result in a severe loss of privacy particularly given the relationship of the existing building which has windows closer to the property. There are also some trees along the boundary.

### ***Cherry Hinton Road***

- 10.181 No. 349A Cherry Hinton Road is a two storey, detached dwelling which has a small rear garden to the north. It has habitable room windows in its north and west elevations. There is a fence along the boundaries.
- 10.182 Phase 1 of the development would be sited to the north west and Phase 2B of the development would be sited to the north of this property.
- 10.183 The Phase 1 building would be sited to the side of the property and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 26 metres increasing to a maximum of 17.75 metres at a distance of approximately 38 metres from the dwelling and a maximum of 10.75 metres at a distance of 25 metres increasing to 17.75 metres at a distance of 34 metres from the boundary of the garden.
- 10.184 The Phase 2B building would be sited to the rear of the property and have a maximum width of 39 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 31 metres increasing to a maximum of 17.75 metres at a distance of approximately 41 metres from the dwelling and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.185 Taking into consideration the BRE guidance, the development would be to the rear and side of the property and obstruct the 45 degree horizontal angle of view but would not obstruct the 25 degree vertical angle of view measured from the sill height from the lowest ground floor windows and garden of the property towards the building. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.186 The first floor windows in the Phase 1 building would be sited approximately 32 metres from the windows in the dwelling at an oblique angle and 26 metres from the boundary of the garden which is not considered to result in a severe loss of privacy particularly given the relationship of the existing building which has windows closer to the property.
- 10.187 The first floor windows in the Phase 2B building would be sited approximately 26 metres from the windows in the dwelling and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

### ***Perne Road***

- 10.188 The properties in Perne Road are two to two and half storey, semi-detached dwellings with reasonably long gardens and allotments to the rear. There is a row of trees along the boundary with the allotments.
- 10.189 Phases 1, 2A, 3, and 4 of the development would be sited to the east of these properties. They have habitable rooms in their rear elevations.
- 10.190 The buildings would be sited adjacent to the allotments to the rear of the dwellings in Perne Road and be sited approximately 52 metres from the boundary of the rear gardens. Given the allotment buffer and long rear gardens, the development is not considered to result in an unduly overbearing mass, significant loss of light, or severe loss of privacy to these properties.

### ***Chalmers Road***

- 10.191 The properties in Chalmers Road are two to two and half storey, semi-detached and terraced dwellings which have reasonably long rear gardens. There are a number of trees and landscaping along the boundary.
- 10.192 Phases 4 and 5 of the development would be sited to the south of these properties.
- 10.193 Phase 4 would be sited to the rear of Chalmers Road and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of 36 metres increasing to a maximum of 17.75 metres at a distance of 42 metres from the dwellings and a maximum of 10.75 metres at a distance of 15 metres increasing to 17.75 metres at a distance of 21 metres from the boundary of the gardens.
- 10.194 Phase 5 would be sited to the rear of Chalmers Road and have a maximum width of 39 metres. The maximum height of the building would be 10.75 metres at a distance of 37 metres increasing to a maximum of 17.75 metres at a distance of 44 metres from the dwellings and a maximum of 10.75 metres at a distance of 14 metres increasing to 17.75 metres at a distance of 20 metres from the boundary of the gardens.
- 10.195 Taking into consideration the BRE guidance, the development would be to the rear of the properties and would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and the main private sitting out areas in gardens of the properties. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.196 The first floor windows in the buildings would be sited approximately 36 metres from the windows in the rear of the dwellings and 21 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

### ***Kelvin Close***

- 10.197 The properties in Kelvin Close are two to two and half storey, semi-detached dwellings with moderate sized rear gardens and a care home with a car park. There is a fence along the boundary and some landscaping.

- 10.198 Phases 5 and 2B of the development would be sited to the west of these properties.
- 10.199 Phase 2B would have a maximum width of 38 metres. The maximum height of the building would be 10.75 metres at a distance of 42 metres increasing to a maximum of 17.75 metres at a distance of 43 metres from the dwellings and a maximum of 10.75 metres at a distance of 14 metres increasing to 17.75 metres at a distance of 20 metres from the boundary of the gardens.
- 10.200 Phase 5 would have a maximum width of 89 metres. The maximum height of the building would be 10.75 metres at a distance of 42 metres increasing to a maximum of 17.75 metres at a distance of 44 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 22 metres from the boundary of the gardens.
- 10.201 Taking into consideration the BRE guidance, the development would be to the rear of the properties and would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and the main private sitting out areas in gardens of the properties. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.202 The first floor windows in the building would be sited approximately 42 metres from the windows in the rear of the dwellings and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

### ***Jasmine Court***

- 10.203 The properties in Jasmine Court are three storey blocks of flats with communal gardens. There is a fence along the boundary with some trees.
- 10.204 Phase 2B of the development would be sited to the north of these properties.
- 10.205 The building would be sited to the rear of Jasmine Court and have a maximum width of 39 metres adjacent to the boundary and 43 metres set off the boundary. The maximum height of the building would be 10.75 metres at a distance of 26 metres increasing to a maximum of 17.75 metres at a distance of 38 metres from the flats and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens. Phase 2B would also be sited to the side of Jasmine Court.
- 10.206 Taking into consideration the BRE guidance, the development would be to the rear and side of the property and obstruct the 45 degree horizontal angle of view but would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and gardens of the property towards the building. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.207 The first floor windows in the building would be sited approximately 26 metres from the windows in the rear of the flats and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

10.208 In summary, the development is not considered to adversely affect the amenities of neighbours through being unduly overbearing in mass, through a significant loss of light, or through a severe loss of privacy.

10.209 The proposal is in accordance with Policies 55, 56 and 60 of the Local Plan and the NPPF.

#### 10.210 **Environmental Impacts**

10.211 Policy 33 of the Local Plan seeks to ensure that developments will not result in adverse health impacts to future occupiers or controlled waters from contamination.

10.212 Policy 35 seeks to protect of human health and quality of life from noise and vibration.

10.213 Policy 36 states that development will only be permitted where it can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air.

10.214 The application is supported by a Phase 1 Environmental Assessment, Noise Impact Assessment, Ventilation and Extraction Statement, Air Quality Assessment, External Lighting Strategy, Outline Demolition Environmental Management Plan, and CCC Environmental Quality and Growth Team Response.

10.215 The Environmental Health Officer has commented that the reported lowest background sound levels (as detailed in the previously submitted 'Noise Impact Assessment, December 2024'), are representative of the current lowest background sound levels. The substation noise information is acceptable subject to a condition. The justification and approach for 24 hour operation is satisfactory subject to a condition as there are no restrictions on the existing site.

10.216 Recommends a number of conditions in relation to contamination, noise, odours and lighting.

10.217 Whilst the comments of a number of neighbours have referenced the length of the construction period, this would be for a temporary period only, outside unsocial hours and for each phase of the development which would affect different properties.

10.218 The demolition of the existing buildings and asbestos would have to comply with health and safety regulations.

10.219 The development is not considered to adversely affect the amenities of neighbours through an unacceptable increase in noise, vibrations, dust or fumes, or land and water contamination.

10.220 The proposal is in accordance with Policies 33, 35 and 36 of the Local Plan and the NPPF.

#### 10.221 **Carbon Reduction and Sustainable Design**

10.222 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. New non-residential development will be required to meet the following minimum standards unless it can be demonstrated that such provision is not technically or economically viable: -

Minimum BREEAM Level	Excellent
On site carbon reduction	In line with the minimum requirements associated with BREEAM 'excellent'
Water efficiency	Full credits to be achieved for category Wat 01 of BREEAM

10.223 The 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.

10.224 The application is supported by a Sustainability and Energy Statement, BREEAM Pre Assessment, Circular Economy Report, Embodied Carbon Report, Water Consumption Study, and Sustainability Response.

10.225 The development seeks to achieve BREEAM excellent standards with 5 Wat01 credits and includes the following sustainability measures: -

- Building fabric: High thermal performance materials and windows, ventilation, heat recovery
- Renewable energy: Air source heat pumps and solar PV
- Water efficiency: Water efficient fixtures and fitting and rainwater harvesting and recycling
- Urban heat island: Green roofs, tree lined central landscape spine, solar shading, light toned and reflective materials
- Circular economy principles: reuse of materials, zoned ventilation system, long life structure, standard components

10.226 The Sustainability Officer has commented that the points of clarification provided in the sustainability response in relation to boosting the number of BREEAM credits being achieved to provide an additional buffer are welcomed along with the amendments to the Design Code to use of light toned materials to mitigate the urban heat island, solar shading testing, and an urban greening factor of 0.3 to ensure consistency across all approved documents with regards to the sustainability aspirations of the site.

10.227 Recommends conditions in relation to BRE Design Stage Certificate, BRE Post Construction Certificate, rainwater and greywater harvesting, water efficiency calculator, water metering, water efficiency implementation, sustainability strategy implementation and also implementation of sustainability and energy strategies and BEEAM pre assessment for later phases.

10.228 The development is considered to be reduce carbon emissions and protect water resources to mitigate the impact of climate change.

10.229 The proposal is in accordance Policies 28 and 29 of the Local Plan and the Sustainable Design and Construction SPD.

## 10.230 Planning Obligations (S106)

10.231 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

10.232 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.

### ***Heads of Terms***

10.233 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>
Employment and Skills Strategy	A Site-wide strategy to include a charter for encouraging employment and training opportunities	Prior to commencement of development
S106 Administration, Monitoring and Compliance	£700 plus an additional £500 for each written confirmation of an obligation	-
Transport Contribution	£467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.	Prior to the occupation of development
S106 Administration, Monitoring and Compliance	TBC	-

10.234 The Section 106 Officer has commented that a comprehensive and coordinated approach to the development of land in order to demonstrate how employment, skills and training opportunities for local people will be provided is required. The applicant has agreed to this planning obligation.

10.235 Please see Cambridgeshire County Council Transport Team comments in the Highway Safety and Transport impact section for justification of the transport contribution.

10.236 The applicant has not agreed the current transport mitigation package to date as it is not considered to meet the CIL tests due to the central location of the site and lack of reliance on the Cycling Plus or other transport infrastructure schemes to access the site, the lack of detail in relation to the scheme works and why they are required, and the calculation of the contribution and need for the contribution prior to the occupation of Phase 1 rather than a phased approach. The Transport Team have been consulted on the applicant's case and further comments are awaited. An update on the position will be reported on the amendment sheet.

10.237 The proposal is in accordance with policy 85 of the Local Plan subject to a transport mitigation package being agreed.

### **Other Matters**

#### **10.238 *Cambridge Airport***

10.239 Policy 37 of the Local Plan states that applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. .

10.240 Cambridge Airport has commented that the development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria.

10.241 Recommends conditions in relation to further engagement with Cambridge Airport to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO) to determine the level of impact, a bird hazard management plan, and a glint and glare assessment.

10.242 The proposal is in accordance with Policy 37 of the Local Plan.

### **Telecoms Mast**

10.243 The existing telecoms masts on the site would be retained.

### **Planning Balance**

10.244 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).

### ***Summary of harm***

10.245 The development would result in a theoretical and potential loss of housing relative to the residential allocation for approximately 123 dwellings on the site under Policy 27 of the Local Plan. This can be attributed limited weight in the planning balance as the housing allocation would not in event contribute to delivery within the plan period and the applicants have not indicated that there is now any intention of delivering housing on the site.

### ***Summary of benefits***

- 10.246 The development would result in the retention of employment development on a brownfield site in a sustainable location. This can be attributed moderate weight as it would retained employment in the city.
- 10.247 The development would increase the employment floorspace on the site and provide midtech employment uses where a need for such uses has been identified. The buildings would be flexible and adaptable and provide a variety of unit sizes for a range of uses. 925 jobs would be created. These benefits can be attributed significant weight as it would support growth of the local economy.
- 10.248 The development is considered to result in a high quality development which would respond to its context and create a sense of place. This can be attributed significant weight as it would enhance the character and appearance of the area.
- 10.249 The majority of trees on the site would be retained and protected and a significant amount of landscaping proposed within the development to assimilate the development within the area and result in at least a 10% net gain in biodiversity. This can be attributed moderate weight as it would enhance the quality of the development.
- 10.250 The development would be likely to decrease traffic generation to and from the site as the amount of car parking on the site has been reduced. The amount of cycle parking has been increased to encourage travel by more sustainable modes. This can be attributed significant weight as it would reduce congestion on local roads and air pollution.
- 10.251 The development is not considered to be at significant risk of flooding or increase the risk of flooding to the site and surrounding area as the existing surface water drainage measures on the site would be improved. This can be attributed considerable weight as it would reduce flood risk.
- 10.252 The development is considered to be sympathetic to the amenities of neighbours in terms of overbearing mass, loss of light, loss of privacy, and noise. This can be attributed neutral weight as there would be some impact.
- 10.253 The development would reduce carbon emissions and protect water resources to mitigate the impact of climate change. This can be attributed moderate weight as it would improve the sustainability of the development.

### **10.254 Conclusion**

- 10.255 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(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.

## **11.0 Recommendation**

- 11.1 **Approve** subject to:



-The planning conditions as set out below and as detailed on the amendment sheet, with 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.

-A deadline for completion of the S106 agreement by 28 August 2025. If the S106 is not completed within this period, delegated authority is given to officers to refuse the application based on a lack of secured mitigation contrary to the CLP 2018 or to set any such extended period for completion of the S106 as appropriate.

## 11.2 Planning Conditions

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

### Full application

Condition no.	Detail
1	Start date
2	Approved drawings
3	Use restriction E(g)
4	Materials
5	Hard and soft landscaping (major)
6	Landscape maintenance and management
7	Tree pits
8	Arboricultural method statement and tree protection strategy
9	Site meeting to discuss works to trees
10	Implementation of phased tree protection method statement
11	Replacement of any trees removed
12	Biodiversity net gain
13	Ecological enhancement
14	BRE Design Stage Certificate
15	BRE Post Construction Certificate
16	Rainwater and greywater harvesting
17	Water efficiency calculator
18	Water metering
19	Water efficiency implementation
20	Sustainability strategy
21	Phase 1 site investigation contamination
22	Phase 2 site investigation contamination
23	Remediation of contamination
24	Verification of contamination
25	Unexpected contamination
26	Demolition and construction management plan
27	Commercial operational noise impact assessment/ mitigation
28	Emergency generator- noise insulation
29	Substation- noise insulation
30	Commercial extraction ductwork
31	Fumes/odour control
32	No external activities

33	Collection/ delivery hours
34	Servicing and operation noise minimisation management plan
35	Artificial lighting
36	Electric vehicle charging point
37	Emergency back-up generator- air quality
38	Material management plan
39	Waste management plan
40	Surface water drainage strategy
41	Surface water measures during construction
42	Finished floor levels
43	Hydrological report (groundwater)
44	Recycling centre capacity
45	Traffic management plan
46	Travel plan
47	Archaeological investigation
48	Airport safeguarding impact
49	Bird hazard management plan
50	Glint and glare assessment
51	Fire hydrants
52	Public art
	Cycle parking

#### Outline application

Condition no.		Detail
1		Reserved matters
2		Reserved matters submission
3		Reserved matters start date
4		Use restriction E(g)
5		Arboricultural method statement and tree protection strategy
6		Site meeting to discuss works to trees
7		Implementation of phased tree protection method statement
8		Replacement of any trees removed
9		Biodiversity net gain
10		Rainwater and greywater harvesting
11		Water efficiency calculator
12		Water metering
13		Water efficiency implementation
14		Sustainability strategy
15		Sustainable and energy strategies implementation
16		BREEAM pre assessment
17		Phase 1 site investigation contamination
18		Phase 2 site investigation contamination
19		Remediation of contamination
20		Verification of contamination
21		Unexpected contamination

22		Demolition and construction management plan
23		Construction method statement
24		Commercial operational noise impact assessment/ mitigation
25		Emergency back-up generator
29		Reserved matters servicing and operation noise minimisation management plan
30		Artificial lighting
31		Commercial extraction ductwork
32		Odour/fume control
33		Collection/ Delivery hours
34		Electric vehicle charging point
35		Emergency back-up generators
36		Material management plan
37		Waste management plan
38		Phased surface water drainage strategy
39		Surface water measures during construction
40		Finished floor levels
41		Hydrological report (groundwater)
42		Recycling centre capacity
43		Traffic management plan
44		Travel plan
45		Archaeological investigation
46		Airport safeguarding impact
47		Bird hazard management plan
48		Glint and glare assessment
49		Fire hydrants
50		Public art

A full list of conditions will be sent with the amendment sheet.

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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's

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## The Greater Cambridge Design Review Panel

The Paddocks, 347 Cherry Hinton Road, Cambridge

Pre-application ref: PPA/23/00031

Design Review 25 July 2024, hybrid meeting

**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:**

Simon Carne (Chair) - Architect and Urban Designer, Director at Simon Carne Architect  
Chris Jones – Director at BCR Infinity Architects - Character  
Fiona Heron – Founder at Fiona Heron Limited - Landscape  
Paul Bourgeois - Industrial Lead at Anglia Ruskin University - Character, Climate  
Helen Goodwin – Head of Programmes at Design South-East - Community  
Dave Murphy - Transport Consultant, Associate at Momentum Transport Consultancy - Connectivity

### **Applicant & Design Team:**

Howard Redhouse – Berwick Hill Properties (client)  
Raj Deb – Perkins Will (Architect)  
Kate Edmondson – Perkins & Will (Architect)  
Nana Ewusi – Perkins & Will (Architectural Assistant)  
Randy Forson Perkins & Will (Architectural Assistant)  
Matthew Sharpe – Quod (Planning Consultant)  
Jessica Leane - Quod (Planning Consultant)  
Pollyanna Wilkinson – Studio Pollyanna (Landscape Architect)  
Kirsten Elder – Scotch Partners (sustainability)  
Wesley Ankrah – Savills (social value)  
Richard Dawes – Hollis (Project Manager)

### **LPA Officers:**

Tom Davies –Design Review Panel Manager / Senior Urban Designer  
Karen Pell Coggins - Senior Planner / case officer  
Emma Lilley – Senior Landscape Officer  
Emma Davies – Principal Sustainability Officer  
Mark Taylor – Access Officer  
Maxine Ross – Design Review Panel Support Officer  
Brooke Moore – Design Review Panel Support Officer

### **Observer(s):**

Bonnie Kwok – Design Review Panel Manager / Principal Urban Designer  
Michele Eidevik-Skinner - Northstowe Community Development Officer  
Anna Pamphilon - Pamphilon Architects (new DRP panel member)  
Steve Dering – Direct Access (new DRP panel member)

Jo Williams – Motion spot (new DRP panel member)  
Karen Ross – Access Auditor (new DRP panel member)  
Leo Wade (work experience student)  
Alex Winn (work experience student)

### **Declarations of Interest**

None

### **Previous Panel Reviews**

None

### **Scheme Description**

Redevelopment of the Site for Research and Development (R&D) / offices uses in Use Class E(g)

### **Site context**

The site is currently occupied by a number of low-rise, functional buildings of 2 and 3 storeys. Some are vacant, others occupied by SME's and local organisations.

Outstanding lease periods limit the delivery of all parts of the site until 2038.

The proposals will be the subject of a hybrid planning application (phase 1 detailed and future phases in outline) with the final phase for occupation around 2040. Shell and core, exemplar model, Med tech life science buildings with inherent flexibility, responding to a growing and changing market are proposed. The proposal has been subject to a number of pre-app meetings over the last year. Surveys and studies are in hand to inform the design although many are still in progress. Given the nature of the proposal the inherent flexibility being promoted, definitive metrics and targets are evolving to inform the design as it develops.

The panel are asked to look at the overall proposals for the whole site in the context of its status as work in progress. The panel visited the site prior to the meeting. The developer intends to make a planning application in the next two to three months.

## **Detailed comments**

### **Community**

The Panel considers that the neighbourhood character, community involvement and wider area context have not been explained, documented and used to inform the design proposals. A wider area plan showing facilities, connections and opportunities should be provided to understand the site within its local/neighbourhood context. The proposals have been designed and presented within the context of the physical boundaries of the site but constrained by the red line. A wider understanding of the site and its surroundings should inform the design.

Connections to and through adjoining sites – in particular the adjoining allotments - might offer opportunities for enhanced permeability, and these should be investigated and tested. The site is a cul-de-sac, and so place-making as part of a route or connection is limited unless new connections can be found to knit this community into the wider neighbourhood.

There may be opportunities to reprovide some of the existing facilities and to offer existing occupants continuity of activity as part of the redevelopment of the site, but this does not seem to have been investigated. Opportunities may be available and should be explored as part of the design narrative in the design and access statement. The proposed Life Sciences uses over the longer term should not be at the expense of bringing local people into the site by providing community-focused amenity space that offers something back to the community in response to identification of community needs. The Panel welcomes the engagement with the local community but questioned whether this work has been left late in the process rather than being used to inform the design of the new buildings.

### **Landscape character**

There are challenges to locating the proposals within the relatively low-density suburban neighbourhood. Whilst the Panel accepts that the proposed land use and specific design approach has the endorsement in principle of the planning authority,



the layout, detail, edge treatments, public spaces and landscape character would benefit from a holistic integration with the neighbouring sites. This is not a science park and yet the imagery and formality suggest that the aesthetic is more akin to an out-of-town site. Opportunities to frame space should be investigated which may mean moving away from the rigid grid layout. Viewpoints and enclosure could offer enhancements and should be investigated.

At a detail level the Panel is concerned that the internal pedestrian/cycle streets should be seen as places. Different character areas might be provided focusing on entrances where activities can be combined. Internal/external spaces offer opportunities for detail development of identity. For example, bicycle parking, flexible areas for the food truck, a number of hard rectangular spaces to the west and the end points or gateways could be integrated more seamlessly into the design to develop place making more fully. The Panel accept that below ground services are a major constraint and whilst appreciating the number of new trees proposed, stressed the value of large trees throughout and considered the spaces between proposed buildings would benefit from the planting of large trees.

A landscape design approach to the edges of the site should be developed as part of a suite of codes to inform the development as the proposals progress through the phases. The largest trees are invariably located outside the site boundary and their loss would adversely affect the character of the site.

Internal street planting is heavily reliant on planting in containers through the limitations of the underground services. The Panel acknowledges this constraint but over-provision of such items could be detrimental to the 'immersive' place making intentions if they conflict with movement requirements.

## **Connectivity**

The separation of pedestrian and cycle movements along the central spine is welcomed and 18 metres across the spine could be a starting point for design options. The potential for movement conflict across the main trafficked entrance should be tested against other options. The Panel appreciated that an alternative

pedestrian/cycle access had been investigated but in the absence of that option it was essential that testing options with swept paths for the most challenging vehicles be demonstrated.

Car parking appears to be a reduction on current numbers and is welcomed. It is important to consider the long-term phasing, layouts showing the emerging phases being accommodated would help to explain the scheme and the release of public realm. Flexible spaces for other uses in the long term should be considered. More precise numbers must be derived from an assessment of building occupancy. The site is in a relatively well-connected sustainable neighbourhood and car parking should not dominate. Consolidation of parking provision might provide benefits to the site coverage overall.

Cycle and disabled parking spaces are well located close to entrances. The opportunity to provide more secure bike parking within buildings should be considered, which could also ease space within the public realm. Charging for electric bikes as well as cars should be incorporated. Space for cargo bikes should also be provided.

The one-way vehicle route around the perimeter of the site is a potential annoyance and constraint. The possibility of two-way movements achieved through separate spurs serving each side supported by passing spaces was suggested as a way of reducing on travel distances and delivering a better circulation system.

## Climate

The proposals are quoting targets that should be part of a sustainable development, but the Panel is concerned that saying the right things does not guarantee delivery against the metrics and standards chosen. Guidance for life science buildings especially with no identified end user is a challenge. More needs to be done in identifying performance targets that are equivalent to or preferably better than BREEAM Excellent so that details of M&E plant and electric supply and demand requirements can be checked against on site provision. Given the unknown mix of

occupants/tenants and their full energy and water demand requirements, it is essential that a range of scenarios are considered so that peak demand does not push the overall performance of the proposed development into a position whereby the proposed energy and water measures do not satisfy need.

The design team needs to address the wider impact on the community from the climate point of view. The high level of the water table is a major factor limiting options for mitigation on site. Waste and reuse of existing materials will inform the design. The audit of materials is welcomed and should be used to inform the design development. The assessment of local supply chains for materials should be considered so that transport miles are minimised. In relation to the decision to demolish and rebuild, the online LETI guides that offer guidance on embodied carbon, alternative material use, etc. should be reviewed. Materials that cannot be repurposed or incorporated into alternatives uses on-site should be offered via local material re-use organisations and charities to further the circular economy principles offered by the applicant.

Given the current lack of on-site biodiversity, opportunities for exceeding 10% BNG would appear to be available. How these are used to impact other aspects of climate change should be integrated and the Panel were not aware from the presentation that this was being done yet. Heat island effect of hard surfaces, both buildings and surroundings, needs careful consideration and mitigation. Tree planting and the introduction of soft surfaces and use of cool materials should be part of that mitigation. The replacement of 9 trees with 62 would benefit from a robust quantification methodology, e.g. <https://www.uboc.co.uk/tree-replacement-for-carbon-sequestration-parity/> Elevational shading has not been indicated yet but should be part of the elevational design development. This would assist with building cooling and help to mitigate the demand on the proposed air source heat pump heating and cooling strategy offered.

Air Source Heat Pumps and Solar Photovoltaic panels will be incorporated and must be shown on design drawings so that they are attractively integrated. Site wide and/or building based communal battery storage should be considered as an active

means to manage peaks and troughs associated with varying daily, weekly and seasonal use against the on-site generation proposed.

### **Character – built form**

The design would benefit from referencing local character and colour, and exploration of the previous use of the site, and in particular the granaries, could inform the architectural language to create a more site-specific response. At the moment the elevations and materials appear metallic and grey. There are opportunities to express the buildings' uses as educational and knowledge resources. Signage and detail should also be part of the evolving elevational treatments to enhance way-finding, accessibility and inclusivity.

The Panel questioned whether scale and massing opportunities had been thoroughly investigated and tested. From the many valuable sections and reference images this appeared to be a missed opportunity. It was appreciated that the proximity of houses on the south, east and north boundaries were limiting factors, but the opportunity to express the buildings with more height in certain areas - and in the process free up ground floor space for more generous public realm - should be investigated and tested in views and in 3D modelling.

As a general comment the Panel considered the design was perhaps a little too constrained by the grid both internally and within the site layout. Whilst the logic of the site planning was clear, the Panel considered there might be opportunities to create a more fluid sense of arrival, movement through the site and more generous space at the heart of the development created by relaxing the alignment of buildings. Similarly, the creation of a vista that terminates with a building or feature at the northern end of the 'boulevard' would enhance the sense of arrival. The desire for a future-proofed flexibility as a starting point is a valuable discipline but the developing nature of the need and how it is accommodated may offer opportunities in the future to flex the planning within illustrative layouts that express the parameters of the design in plan and section, with the careful integration of any external storage structures/buildings, ideally within the envelopes of the proposed buildings. The Panel particularly noted the cut-off corners on the North end of the site which

seemed to be generated by the car parking layout with no apparent benefit for the whole.

## Summary

The design was very well received, and the presentation was clear and well structured. The Panel applauded the use of the site model. It will be invaluable as part of the communication of the scheme and could be further developed with larger scale representation of parts of the scheme as designs are firmed up.

It is important to describe the process, options and resolution of the overall concept which is best described in the Design and Access statement. This should be a priority and be a live document. The initial phase is in development and was not addressed in any detail by the Panel review. How this will look, function and all be accessed from a visitor's arrival, and throughout their journey through the development, prior to and during the construction of all the later phases, currently planned to be spread over many years, should be demonstrated. A further Panel review of future phase design guidelines and parameters would seem valuable. With more local consultation, character assessment, development of design guidelines and metrics and a well documented Design and Access Statement, the outline proposals must set a standard for future phases.

The attendance of the full team was most welcome, and all made valuable contributions to the presentation. There is much still to be done within a very challenging timescale.

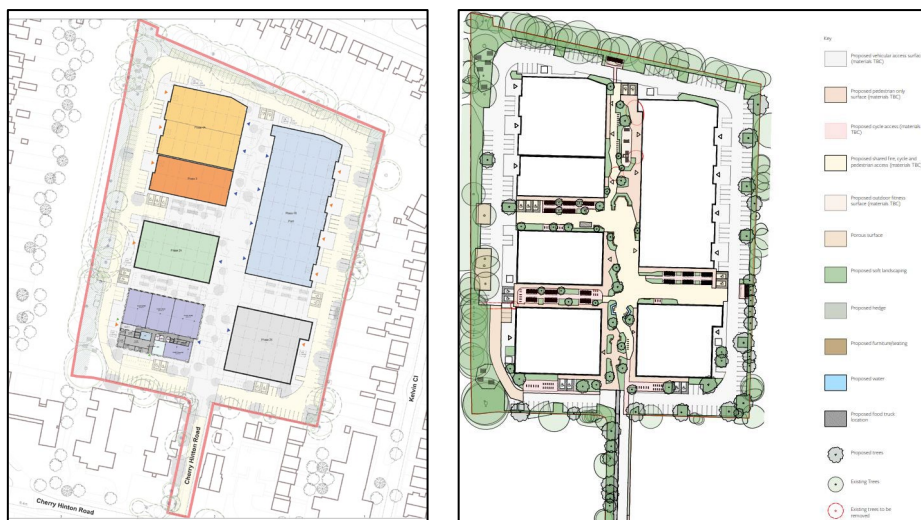




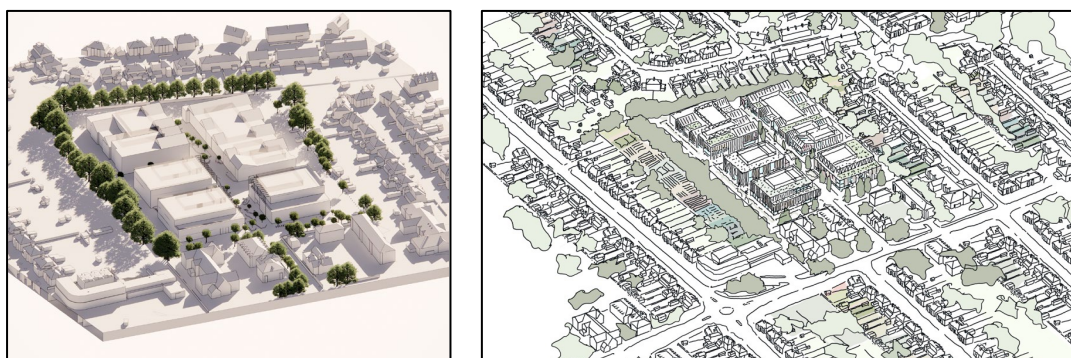
*Site location and boundary – extracted from the applicant's DRP presentation document (July 2024)*



*Site photos – extracted from the applicant's DRP presentation document (July 2024)*



*Proposed layout – extracted from the applicant's DRP presentation document (July 2024)*



*Proposed massing aerial view – extracted from the applicant's DRP presentation document (July 2024)*

## 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.*

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<b>Planning Committee Date</b>	Thursday June 5 <sup>th</sup> 2025
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	25/00107/S73
<b>Site</b>	Station Area Redevelopment, Land to the North of Station Road and to the West of the Railway Line, Station Road, Cambridge
<b>Ward / Parish</b>	Market
<b>Proposal</b>	S73 to vary condition 38 (Cycle Parking) and 39 (Double Stacker Cycle Parking) of planning permission 12/1622/FUL (The demolition of all buildings on the site (existing British Transport Wing, part of the northern wing of the railway station building, the canopy over the station platform, the Cityroom hotel building, the railway offices and art workshop, and the station cycles building) and the construction of a new multi-storey cycle park and hotel building consisting of 3353 sqm of cycle parking, comprising 2850 cycle parking spaces, together with 6565 sqm of hotel (C1) floorspace and 577 sqm of retail (A1/A3/A4/A5) at ground floor level. A 510 sqm cycle shop and hire area including facilities for repairs are also included as part of the proposals) to change from 5% of public cycle parking space to 16% of public parking space as premium cycle parking.
<b>Applicant</b>	Miss Michelle Nelson, Transport UK East Anglia Ltd
<b>Presenting Officer</b>	Charlotte Peet
<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>	1. Variation of conditions 38 and 39.

**Recommendation** **APPROVE** subject to conditions

## 1.0 Executive Summary

- 1.1 The application seeks permission to vary condition 38 (cycle parking) and condition 39 (double stacker cycle parking) of planning permission 12/1622/FUL to increase the level of secure, paid-for cycle parking. The variation is proposed in attempts to decrease cycle theft and crime.
- 1.2 The report outlines the proposed changes to the conditions, in light of the original application, including the impact on secure and public parking levels. The justification provided by the applicant is considered and it is concluded that the proposal would be a reasonable response to mitigate the current crime events.
- 1.3 Officers recommend that the Planning Committee approve the application.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area (New Town and Glisson)	X	Local Nature Reserve	
Listed Building (setting of)	X	Flood Zone	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	
Cambridge Airport Safeguarding Zone	X		

\*X indicates relevance

- 2.1 The application site sits within the central station redevelopment area, also known as CB1. The application site comprises an area to the northwest of the railway station, it includes station square and the ibis hotel building which hosts retail / food and beverage buildings on the ground floor and the station cycle parking which accesses at the west of the building. The station cycle parking currently exists as a multi-storey offering, providing cycle parking on the ground, first and second floors of the building. The application relates solely to an area of cycle parking on the second floor of the existing cycle parking area.

## 3.0 The Proposal

- 3.1 S73 to vary condition 38 (Cycle Parking) and 39 (Double Stacker Cycle Parking) of planning permission 12/1622/FUL to change from 5% of public

cycle parking space to 16% of public parking space as premium cycle parking.

- 3.2 Officers sought additional information, and added condition 39 to the description of development to ensure both variations were covered. Re-consultation has been undertaken.

#### 4.0 Relevant Site History

Reference	Description	Outcome
12/1622/FUL	The demolition of all buildings on the site (existing British Transport Wing, part of the northern wing of the railway station building, the canopy over the station platform, the Cityroomz hotel building, the railway offices and art workshop, and the station cycles building) and the construction of a new multi-storey cycle park and hotel building consisting of 3353 sqm of cycle parking, comprising 2850 cycle parking spaces, together with 6565 sqm of hotel (C1) floorspace and 577 sqm of retail (A1/A3/A4/A5) at ground floor level. A 510 sqm cycle shop and hire area including facilities for repairs are also included as part of the proposals.	Permitted 21.05.2014
08/0266/OUT	The comprehensive redevelopment of the Station Road area, comprising up to 331 residential units (inclusive of 40% affordable homes), 1,250 student units; 53,294 sq m of Class B1a (Office) floorspace; 5,255 sq m of Classes A1 /A3/A4 and/or A5 (retail) floorspace; a 7,645 sq.m polyclinic; 86 sq.m of D1 (art workshop) floorspace; 46 sq m D1 (community room); 1,753 sq m of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sq.m) as either residential	Permitted 09.04.2010

student or doctors surgery, and a 6,479 sq.m hotel; along with a new transport interchange and station square, including 28 taxi bays and 9 bus stops (2 of which are double stops providing 11 bays in total), a new multi storey cycle and car park including accommodation for c. 2,812 cycle spaces, 52 motorcycle spaces and 632 car parking spaces; highway works including improvements to the existing Hills Road / Brooklands Avenue junction and the Hills Road / Station Road junction and other highway improvements, along with an improved pedestrian / cyclist connection with the Carter Bridge; and works to create new and improved private and public spaces.

## **5.0 Policy**

### **5.1 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)

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development  
 Policy 2: Spatial strategy for the location of employment development  
 Policy 5: Sustainable transport and infrastructure  
 Policy 14: Areas of Major Change and Opportunity Areas  
 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 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 55: Responding to context  
 Policy 56: Creating successful places  
 Policy 57: Designing new buildings  
 Policy 59: Designing landscape and the public realm  
 Policy 60: Tall buildings and the skyline in Cambridge  
 Policy 61: Conservation and enhancement of historic environment  
 Policy 62: Local heritage assets  
 Policy 70: Protection of priority species and habitats  
 Policy 71: Trees  
 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 Neighbourhood Plan**

N/A

### **5.4 Supplementary Planning Documents**

Sustainable Design and Construction SPD – Adopted January 2020

New Town and Glisson Road conservation area

### **6.0 Consultations**

#### **6.1 County Highways Development Management – No Objection**

6.2 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.3 Following a review of the documents provided to the Highway Authority as part of the above S73 application, I can confirm that the Highway Authority has no comment with regards to these proposals

#### **6.4 County Transport Team – No Objection**

6.5 CCC has no objection to this proposal as it is known that there are cycle thefts at this location.

6.6 We also request:

- That if possible the access to this store is permitted with access to the store at Cambridge North station.

- That if possible any cycle parking stands that have been vandalised are repaired as part of this work.

## **6.7 Cambridge City Airport – No Objection**

- 6.8 The airport safeguarding team has assessed the proposal in accordance with the UK Reg (EU) No 139/2014 (the UK Aerodromes Regulation) and it does not conflict with the safeguarding criteria for the airport. We, therefore, have no objection to this proposal.

- 6.9 Crane informative recommended.

## **6.10 Anglian Water – No Objection**

- 6.11 1<sup>st</sup> and 2<sup>nd</sup> Comments

- 6.12 There are no drainage documents submitted as such we will make no comment on the application.

## **6.13 Urban Design –No Objection**

- 6.14 1<sup>st</sup> Comments

- 6.15 The proposal is acceptable in principle, however there is a lack of information of the capacity of existing cycle provision and as such a utilisation survey is requested to consider use at peak times. This will inform how much cycle parking can realistically be given over to premium cycle parking without pressuring the remaining spaces. The premium space should have allocated spaces for non-standard cycles and cargo bikes, and materials will need to be submitted for the dividing partition.

- 6.16 2<sup>nd</sup> Comments

- 6.17 The applicant has provided a series of images Cycle Space Availability Photographs that show a large part of the 2nd floor cycle storage is underutilised at peak times of day (February- March) and provides a good indication that there is capacity for a secure cycle area on the 2nd floor at this time of year. It would be helpful to have this information for a sample period in spring and summer, however we understand the challenges around obtaining this information. The applicant has proposed a phased approach (Zone A & Zone B, shown on drawing Proposed Security Fence Details, 23-4699-A-031, C01) where Zone B will be activated as a secure area if/when there is a sufficient demand. This will help to manage potential pressure on the remaining spaces and to balance out the demand. Taking the above into consideration, our prior concerns have been alleviated

## **6.18 East West Rail – No Objection**

6.19 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.20 The application falls within the safeguarded area and is therefore covered by the Safeguarding Directions. EWR Co has reviewed the application and concluded that it will not prejudice the delivery of the railway and as such has no objections.

**6.21 Conservation Officer – No Objection**

6.22 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.23 The proposal would not give rise to any heritage harm.

**6.24 Historic England – No Objection**

6.25 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.26 Thank you for your letter of 20 March 2025 regarding further information on the above application for planning permission. On the basis of this information, we do not wish to offer any comments.

**6.27 Defence Infrastructure Organisation – No Objection**

6.28 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.29 I can confirm that, following review of the application documents, the proposed development falls outside of MOD safeguarded areas and does not affect other Defence interests.

**6.30 Landscape Officer – No Objection**

6.31 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.32 No material considerations with this application and offers no objections.

**6.33 Ecology Officer – No Objection**

6.34 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.35 No material considerations and therefore offer no objections.

**6.36 Tree Officer – No Objection**

6.37 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.38 No arboricultural objections.

**6.39 Environmental Health – No Objection**

6.40 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.41 We have no objections to the above variations.

**6.42 Police Architectural Liaison Officer - No Objection**

6.43 I have concerns over the number of cycles in this location, any more than 70 cycles should be separated and subject to additional security measures. Please consider the relevant secure by design guidance.

**6.44 County Archaeological Officer – No Objection**

6.45 1<sup>st</sup> and 2<sup>nd</sup> Comments

6.46 We have reviewed the application and can confirm that we have no comment or objection.

**7.0 Third Party Representations**

7.1 No representations have been received.

**8.0 Member Representations**

None.

**9.0 Local Interest Groups and Organisations / Petition**

9.1 None.

**10.0 Assessment**

10.1 Planning Practice Guidance states that new issues may arise after planning permission has been granted, which require modification of the approved proposals. [Paragraph: 001 Reference ID: 17a-001-20140306].

10.2 The applicant has sought to amend the conditions attached to the planning permission by seeking to make a minor material amendment. Paragraph 13 of Planning Practice Guidance advises that there is no statutory limit on the degree of change permissible to conditions under S73, but the change must only relate to conditions and not to the operative part of the permission [Paragraph: 013 Reference ID: 17a-013-20140306]. Case law has established the test which governs section 73 cases is to be found in *R v Coventry City Council, ex p. Arrowcroft Group plc* [2001] PLCR 7, in which Sullivan J held that, under that section, a local planning authority: "is able to impose different conditions upon a new planning permission, but only if they are conditions which the council could lawfully have imposed



on the original planning permission in the sense that they do not amount to a fundamental alteration of the proposal put forward in the original application." (para. 33).

- 10.3 Where an application under section 73 is granted, the effect is the issue of new planning permission, sitting alongside the original permission, which remains intact and unamended [Paragraph: 015 Reference ID: 17a-015-20140306].
- 10.4 Modifications include:
- The variation of conditions 38 (Cycle Parking) and 39 (Double Stacker Cycle Parking) of planning permission 12/1622/FUL to increase the level of secure cycle parking from 5% to 16%.
- 10.5 The application site is located within the Station Redevelopment Area, also known as CB1. The outline application, known as the CB1 Masterplan, was approved in 2010 (ref. 08/0266/OUT). The original application formed part of the redevelopment and gained consent in 2014, it was for the erection of a hotel, retail space and a new multi-storey cycle parking area (ref. 12/1622/FUL). The development has since been built out and now comprises the ibis hotel, retail and food and beverage units at ground floor and a cycle parking and repair facility.
- 10.6 The parking was approved to accommodate 2874 cycle parking spaces, for public use (2794) and hotel use (80). It was divided between double stacker spaces (2218), secure double stacker (132), Sheffield stands (490), secure Sheffield stands (20), off gauge spaces (14) and cycle hire spaces (268).
- 10.7 As approved, 5% of the public cycle parking was to be provided in the form of premium cycle parking, this means that the cycle spaces would be provided in a secure area and that users of this area would pay a fee to park in this location. The premium parking was divided between secure double stackers (132) and secure Sheffield stands (20) and located on the first floor. The provision was limited to this level by condition 38 and the number of double stackers overall was limited by condition 39.
- 10.8 This application seeks to vary the conditions to increase the level of premium cycle parking within the multi-storey cycle park from 5% to 16%.
- 10.9 Since the application was approved, the cycle spaces provided have been altered over the years due to repairs, maintenance improvements and changing needs. As existing, the cycle park contains 2799 public spaces plus the hotel spaces. This is divided between Sheffield stands (484) and two tier stands (2388) for public use. The applicant has confirmed that the approved area of secure cycle parking was not installed and does not exist within the cycle park at current.

- 10.10 The application seeks to provide premium cycle parking as part of works to tackle cycle theft at the station. The premium cycle parking is proposed to be installed in an underutilised area of the cycle park on the second floor. Officers have produced a table to show the existing and proposed number of cycle spaces and types that would result from the proposal.

Cycle Stand Type	Existing number	Proposed number	Change No. & Percentage	Notes
Sheffield Stands (Public)	484	375	- 109 (22%)	*Sheffield stands are upgraded to toast racks to improve security
Two Tier (Public)	2388	1956	- 432 (18%)	* Two tiers relocated to upper floors to introduce cargo and accessible to ground floor
Sheffield Stands (Secure)	0	32	+ 32	*Total number of Sheffield stands is reduced by 77 (15%)
Two Tier (Secure)	0	420	+420	*Total number of two tier stands is reduced by 12 (0.5)
Total	2872	2783	- 89	

- 10.11 It would result in a loss of 109 out of 484 non-paid-for Sheffield spaces and a loss of 432 out of 2388 non-paid-for two tier stands, to incorporate the new secure area. The secure area would replace some of these cycle parking spaces, however there is an overall reduction of 89 cycle spaces out of 2872 cycle spaces. It is noted that the table does not incorporate additional changes that are being made to the cycle store as part of the upgrades that do not require planning permission. For example, the application has advised that the cycle park will incorporate 16 cargo bike spaces on the ground floor.
- 10.12 The proposal has come forward due to the high level of cycle thefts that take place within Cambridge and at the railway station. Greater Anglia has secured funding to help tackle cycle theft in Cambridge and the proposal is one of several measures put forward in association with the Cambridge Cycle Crime Task & Finishing Group led by Cambridge City Council and seeks to provide a secure option for users of the cycle parking facility. The Cambridge Transport Assessment team have confirmed that the station is struggling with cycle theft in this location. The applicant has outlined that other upgrades to support the use of the cycle park and reduction of crime will also be coming forward such as improvements to Sheffield stands to make them more secure, CCTV upgrades, remote monitoring and accessibility improvements. These are not included within the application as they do not require planning permission.
- 10.13 As part of the proposal, Greater Anglian carried out user surveys using QR codes displayed on posters within the cycle parking facility and on social media. This explained the cost of the secure cycle parking facility, and asked questions about use of this. The results showed that 64% of respondents were neutral or in support of the secure parking facility, 37% were in opposition.
- 10.14 The applicant has also submitted a photo evidence survey over a 10 day period to show that the second floor is underutilised. Officers have visited the site and agree that the second floor appears to be underutilised.
- 10.15 Condition 38 (premium cycle parking) sought to limit secure cycle parking to secure the level of publicly available cycle parking at the railway station. Policy 82 supporting text highlights the importance of high quality, easily accessible cycle parking to encourage cycling and reduce the thefts of bikes. Whilst, the loss of publicly accessible cycle parking is noted, it is considered that the additional secure parking will support the use of cycles as users can park bikes without fear of theft and have a greater variety of options for parking their cycle. It is encouraging to see that Greater Anglia are not only relying on this method of cycle parking security but are also investing in alternative measures to further support the reduction of theft.
- 10.16 Whilst the proposal would result in a reduction of non-paid-for spaces, there would be an increase in secure cycling spaces and therefore an increase in security for cycle park users. The total change overall would represent a 15% reduction for Sheffield stands and a 0.5% reduction in

two tier stands. The applicant has outlined that premium cycle parking will be offered through smart card access, and through a limited annual fee.

- 10.17 The secure cycle spaces would be upped from 0% to 16% of cycle spaces. Officers consider that above the approved position of 5% the increase to 16% is reasonable given the underutilised area within the cycle park and the issues surrounding crime and theft in the cycle park which discourage use. Given the total number of cycle parking spaces within the facility, the reductions across Sheffield and two tier racks are not considered to be substantially detrimental to the offering of the cycle park.
- 10.18 The cycle parking arrangements have been considered in light of the dimensions for cycle parking within the Cambridge Parking Guide which provides helpful guidance on dimensions for different cycle storage types to ensure they are functional for users. The proposal complies with these requirements.
- 10.19 Condition 39 (double stackers cycle parking) sought to limit the level of public cycle parking dedicated as double stackers to 82% to ensure a good variety of cycle parking spaces were available for users. The application seeks to vary the public level of double stackers from 2783 to 1956 cycle spaces. This would result in a reduction in double stackers for public use as outlined above, the proposed 1956 spaces would equal just 70% of total cycle spaces and therefore the limit would not exceed the limitations set out in this condition.
- 10.20 The Transport Assessment team have requested that additional access be provided from the cycle store to the station, however this does not form part of the proposal and it would not be reasonable to request this. They have also requested that any vandalism is repaired with this work. The applicant has confirmed that this work is being undertaken, the locking hoops are being replaced and the faulty cycle racks replaced.
- 10.21 The Designing Out Crime Officer has requested that any more than 70 bikes must be separated and secured. The layout of the cycle parking spaces is an existing arrangement and not within the scope of these works, the proposed changes and upgrades should support a reduction in crime.
- 10.22 The proposal would relate to internal alterations to the cycle parking only, it does not result in changes externally and therefore would not have a material impact beyond cycle matters.
- 10.23 In line with the advice of the PPG, it is considered that the scale and/or nature of the proposed minor material amendments would not result in a development that is substantially different from the one which has been

approved. The proposed amendments are therefore within the remit of section 73 of the Town and County Planning Act 1990.

- 10.24 In accordance with the PPG, to assist with clarity, a decision notice for the grant of planning permission under section 73 will also repeat the relevant conditions from the original planning permission, unless they have already been discharged.

## **10.25 Planning Balance**

- 10.26 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).
- 10.27 The reduction of publicly available cycle parking is a consequence of the proposal to increase premium cycle parking in order to support security at the train station and decrease cycle theft. The cycle parking to be used for this area is on the top floor of the cycle park and is underutilised. It is considered that the increase to premium parking spaces increases the choice of cycle parking methods for users and should help to mitigate theft incidents. The increase is one method in Greater Anglia's efforts to decrease bike crime.
- 10.28 Appendix L of Cambridge Local Plan (2018) does not provide minimum figures for development of this kind, however, does encourage the reduction of cycle theft. The proposal is considered to be compliant with this recommendation, and Officers suggest that the conditions are updated to reflect this.
- 10.29 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 **Approve** subject to:

-The revised planning conditions 38 and 39 as set out below with minor amendments to the conditions as drafted delegated to officers.

## **12.0 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 51 of the Planning and Compulsory Purchase Act 2004.

2. All management and maintenance of ecology shall be carried out in accordance with the approved Ecology Report by RPS dated December 2012 as supplemented by Response to comments made on the Ecological Management Plan by RPS dated 4 April 2013. Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of ecology (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/8, 3/11, 4/2, 4/3, 4/4 and 9/9).
3. Prior to occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the BREEAM rating EXCELLENT or higher has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority. Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
4. The approved renewable energy technologies to meet the approved carbon emissions shall be fully installed and operational prior to and shall thereafter be maintained and remain fully operational in accordance with an approved maintenance programme, unless otherwise agreed in writing by the local planning authority. Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
5. Prior to commencement of development, a detailed surface water strategy shall be submitted to and approved by the local planning authority in writing. The strategy shall demonstrate how the management of surface water within the context of the approved details of the CB1 strategic site wide surface water strategy. The strategy shall maximise the use of measures to control water where it falls as far as practicable to limit the rate (peak flow) and quantity (volume) of run-off and improve the quality of any run-off before it leaves the site and enters the strategic site wide system. The strategy shall include details of all flow control systems and the design, location and capacity of all strategic SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and inspection arrangements/responsibilities, including detailed calculations, levels and flow routes to demonstrate the capacity of the measures to adequately manage surface water within the site without the risk of flooding to land or buildings. The development shall be carried out in accordance with the approved surface water drainage strategy. Reason - To ensure a satisfactory and sustainable method of surface water drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

6. Prior to commencement of development, a detailed foul water drainage strategy shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved foul water drainage strategy. Reason - To ensure a satisfactory and sustainable method of foul drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
7. Infiltration systems should only be used where it can be demonstrated that they will not pose a risk to groundwater quality. A scheme for surface water disposal needs to be submitted to and approved by the local planning authority. The scheme shall be implemented as approved. Reason: The site is acknowledged to be potentially contaminated in submitted documents. Soakaways and other infiltration sustainable drainage systems (SUDS) must not be constructed in contaminated ground. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SUDS) such as soakaways, untanked porous pavement systems or infiltration basins. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
8. Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Reason. The site is potentially contaminated and intrusive foundation solutions could lead to the contamination of groundwater in the underlying aquifer. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
9. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans. Reason. To prevent the increased risk of pollution to the water environment. (Cambridge Local Plan 2006 policies 4/13 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).
10. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs a), b) and c). This is an iterative process and the results of

each stage will help decide if the following stage is necessary. (a) The contaminated land assessment shall include a desk study to be submitted to the local planning authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority prior to investigations commencing on site. (b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology. (c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the local planning authority. The local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The development approved by this permission shall be not be occupied prior to the completion of any remedial works and a validation report/s being submitted to the local planning authority and receipt of approval of the document/documents from the local planning authority. This applies to paragraphs d), e) and f). (d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. (e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the local planning authority. (f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site. REASON: In order to ensure that any contamination is identified on the site before the commencement of the scheme, to enable any mitigation/remediation measures to be implemented during the development phase and to ensure protection of controlled waters. (Cambridge Local Plan policy 4/13).

11. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction: a) Demolition, construction and phasing programme. b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and



enforcement measures. c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours. d) Delivery times for construction purposes. e) Soil Management Strategy. f) Outline Waste Management Plan (OWMP). g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009. h) Maximum noise mitigation levels for construction equipment, plant and vehicles. i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009. j) Maximum vibration levels. k) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition. l) Use of concrete crushers. m) Prohibition of the burning of waste on site during demolition/construction. n) Site lighting. o) Drainage control measures including the use of settling tanks, oil interceptors and bunds. p) Screening and hoarding details. q) Access and protection arrangements around the site for pedestrians, cyclists and other road users. r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures. s) External safety and information signing and notices. u) Consideration of sensitive receptors. v) Prior notice and agreement procedures for works outside agreed limits. x) Complaints procedures, including complaints response procedures. y) Membership of the Considerate Contractors Scheme. The development shall then be undertaken in accordance with the agreed plan. Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

12. Prior to occupation, full details of a scheme for odour control to minimise the amount of odour emanating from the development, including full technical details for the operation for extract flues shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation of the building. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
13. Prior to occupation, a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings - Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority. Reason: To protect

amenity of the occupants of noise sensitive development (Cambridge Local Plan 2006 policy 4/13).

14. Prior to occupation, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the development and/or plant shall be submitted to and approved by the local planning authority in writing. The scheme as approved shall be fully implemented prior to the occupation. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
15. The waste storage facilities hereby approved shall be provided prior to the commencement of the occupation and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority. Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13).
16. Prior to the commencement of occupation, full details of the means by which waste will be collected from the site, including the means by which refuse containers will be moved to the street frontage for collection and returned to the refuse store after the collection of waste and the location of on-street storage on collection days, shall be submitted to and approved by the local planning authority in writing. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority. Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13).
17. The retail/café/restaurant units shall only be open for trade between 07:00 and 23:00. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
18. Deliveries shall only be made to the development between 07:00 and 23:00. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).
19. No construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority in advance. Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).
20. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials, including spandrel panels and coloured panels to be used in the construction of the external surfaces shall be 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 appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14).

21. Before starting any stone work/brickwork (artificial and/or real), a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of the development, shall be maintained throughout the development. 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. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)
22. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features, including glazing to the south and west facing facades at ground and first floor levels which is intended to be non-transparent but include fritting, etching, etc 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 use of tinted or reflective glass will not likely be supported. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
23. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of non-masonry walling systems to be used, including perforated screens, vertical fins and ground floor posts, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
24. No metal-clad or other non-traditional roofs shall be erected until full details of such roofs including materials, colours, surface finishes and relationships to rooflights or other rooftop features 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 appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
25. Prior to the commencement of development, full details of all external joinery [whether of metal, timber or hybrid construction] including frames, thresholds, mullions, transoms, finishes, colours, etc., shall be submitted

to and approved in writing by the local planning authority. The submitted details shall include the multi-storey car park and the shopfronts serving the retail units. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).

26. Prior to the commencement of development, with the exception of below ground works, full details of colonnade soffits shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
27. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of all coping and decorative string course and cills shall be submitted to and approved in writing by the local planning authority. Large-scale cross-sectional drawings may be appropriate for depicting some details. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
28. Prior to commencement of occupation a signage strategy for use in association with the occupation of the development shall be submitted to and approved by the local planning authority in writing. The approved signage strategy which shall comply with the Cambridge City Council Shopfront Design Guide shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority. Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
29. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details, in terms of materials, fixing, surface finish & colour, of all metalwork [stairs, balustrades, grilles, railings, brackets, window cleaning gantries & associated equipment, columns, louvres, grilles, mesh or wire frames etc.] shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
30. Prior to the commencement of development, with the exception of below ground works, full details of external visible masonry brackets, clamps, restraints and other support systems shall be submitted to and approved in writing by the local planning authority. This may consist of large-scale

drawings and/or samples. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).

31. No rooftop plant shall be constructed 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/louver types 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 2006 policies 3/4, 3/12 and 4/11).
32. Prior to the commencement of development, with the exception of below ground works, full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is encouraged to site such features so as not to be visible from ground level. The development shall be carried out in accordance with the approved details. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
33. Prior to the commencement of occupation, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted to and approved in writing by the local planning authority. The development shall be implemented and maintained in accordance with the approved plan. Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).
34. Prior to the commencement of development full details of a scheme for the provision and location of fire hydrants to serve the site, shall be submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details, which shall be fully implemented prior to the first occupation, and shall be retained thereafter unless otherwise agreed in writing by the local planning authority. Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with the Cambridge Local Plan 2006 policies 3/7, 3/12 and 9/9.
35. No development shall commence until details of hard and soft landscape works including the green and brown roofs have been submitted to and approved in writing by the local planning authority. Soft landscape works shall include planting plans; written specifications (including cultivation and

other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. Hard landscaping works shall include full construction details and specifications of levels, all hard surfacing materials, furniture, boundary treatments and lighting. 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 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9).

36. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation. Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9).

37. Any trees or plants provided as part of any landscaping scheme, within a period of 5 years from the completion of the development, which die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the local planning authority gives written consent to any variation. No development within the site for which reserved matters approval is sought shall commence until the landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority. Reason: To ensure satisfactory arrangements are in place for replacement planting to ensure proper provision of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9).

**38. No more than 16% of the public cycle parking hereby approved shall be secured as premium cycle parking, without the prior written approval of the local planning authority. Reason: To ensure that adequate non-changeable cycle parking is publicly available. (Cambridge Local Plan 2018 Policy 82).**

**39. No more than 82% of public cycle parking provision shall be in the form of double stacker style cycle parking, without the prior written approval of the local planning authority. Reason: To ensure that adequate non-changeable cycle parking is publicly available. (Cambridge Local Plan policy 9/9).**

40. Notwithstanding the details shown on the approved plans, full details of the proposed layout of the highway within the application site shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety for all road users. (Cambridge Local Plan policies 8/2 and 8/4) 41 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

1. INFORMATIVE: Highways - Buildings footings or basements must not extend out under the public highway except in the case of basements with the express permission of the Highway Authority and under licence. Adopted areas should also exclude areas under balconies except under licence (Section 177 of the Highways Act 1980).
2. INFORMATIVE: Highways - The applicant is advised that any granting of Planning Permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works.
3. INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer. The developer will not be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection. No window or door will be allowed to open over a highway and no foundation or footing for the structure will be allowed to encroach under the public highway.
4. INFORMATIVE: Highways - Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer 46
5. INFORMATIVE: Airborne dust To satisfy the condition requiring the submission of a program of measures to control airborne dust within the DCEMP, the applicant should have regard to: Council's Supplementary Planning Document - "Sustainable Design and Construction 2007": <http://www.cambridge.gov.uk/public/docs/sustainable-design-andconstruction-spd.pdf> Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils: [http://www.london.gov.uk/thelondonplan/guides/bpg/bpg\\_04.jsp](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp)

6. **INFORMATIVE: Noise insulation** To satisfy condition 13 for the building envelope as required above, the Council expects the scheme to achieve the 'good' internal noise levels of British Standard 8233:1999 "Sound Insulation and noise reduction for buildings-Code of Practice". Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria.
7. **INFORMATIVE Plant noise insulation** To satisfy condition 14, the noise level from all plant and equipment, vents etc (collectively) associated with this application should not raise the existing background level (L90) by more than 3 dB(A) (i.e. the rating level of the plant needs to match the existing background level). This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. Noise levels shall be predicted at the boundary having regard to neighbouring premises. Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.
8. **INFORMATIVE Sub Station:** Electricity substations are known to emit electromagnetic fields. The NRPB has set standards for the release of such fields in relation to the nearest premises. With this in mind, an informative should be attached advising the applicant to contact The Health Protection Agency, Radiation Protection Division, Chilton, Didcot, Oxon OX11 0RQ, tel: 01235 831600 for advice regarding the electric/magnetic fields that are associated with electric substations
- 50 **INFORMATIVE Fume Filtration/Extraction** To satisfy condition 12, details should be provided in accordance with Annex B of the, "Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, prepared by Netcen on behalf of Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at:



9. **INFORMATIVE: Food Safety** - As the premises are intended to be run as a food business the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises will need to be registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and food storage areas comply with food hygiene legislation, before construction starts. Contact the Food and Occupational Safety (FOS) Team of the Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457890 for further information.
10. **INFORMATIVE: Licensing** - If the premises are intended to provide alcohol, regulated entertainment or food after 11pm or before 5 am they may require a Premise Licence under the Licensing Act 2003. The applicant is advised to contact The Licensing Team of Refuse and Environmental Service at Cambridge City Council on telephone number (01223) 457899 for further information.
11. **INFORMATIVE: New development** can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).  
**54 Advice to Applicant:**  
**Surface Water Drainage:** All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.  
**General Informatives:** Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access. The granting of planning approval must not be taken to imply that consent has been given in respect of the above.  
**Foul Water Drainage:** All foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the public foul sewer with the prior approval of Anglian Water services.  
**Pollution Control:** Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site

being drained. Roof water shall not pass through the interceptor. Surface water drainage from covered or underground parking areas shall be discharged to the public foul water sewer with the prior approval of Anglian Water Services. Drainage from open parking areas that will discharge, directly or otherwise, to a surface watercourse must be first passed through an oil interceptor. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to surface waters. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

12. INFORMATIVE: This planning permission should be read in conjunction with its associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended)



## **25/01062/HFUL – 111 Perse Way, Cambridge, CB4 3SB**

### **Application details**

**Report to:** Joint Development Management Committee

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

**Ward/parish:** Arbury

**Proposal:** Single storey front, side and rear extension following demolition of the attached garage and conservatory.

**Applicant:** Hester Carter

**Presenting officer:** Laise Facada

**Reason presented to committee:** Land within the ownership of an employee

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

**Key issues:** 1. Design, layout, scale

2. Residential amenity

**Recommendation:** Approve subject to conditions

## Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Relevant site history
5	Policy
6	Consultations
11	Assessment
12	Principle of development
14	Design, layout, scale and landscaping
23	Amenity
29	Recommendation
30	Planning conditions

Table 1 Contents of report

### 1. Executive summary

- 1.1 The application seeks to erect a single storey front, side and rear extension following demolition of the attached garage and conservatory.
- 1.2 The proposed extensions and alterations will appear as subservient additions to the dwelling. The proposed materials are to match the existing render on the dwelling. The proposal is therefore not considered to have an adverse impact on the character of the dwelling or the surrounding area.
- 1.3 The proposed works have been assessed in relation to overlooking, overshadowing and overbearing impact on neighbouring properties. The proposal is not considered to result in significant residential amenity harm to neighbouring occupiers.
- 1.4 There are no highway safety concerns. The existing car parking provision will be retained which meets the requirements of policy 82 and Appendix L.
- 1.5 The application has been brought before planning committee as the applicant is related to a member of staff at the Greater Cambridge Planning service.
- 1.6 Officers recommend that the Planning Committee approve the application

## 2. Site description and context

- 2.1 The application property is 111 Perse Way, Cambridge. In the Arbury ward. The application site is not within a Conservation Area or Green Belt. No Listed Building have been identified within proximity. There are no Tree Preservation Orders within proximity to the site. The site falls into Flood Zone 1 and is not at risk of Surface Water Flooding.
- 2.2 The application on site is in a highly sustainable location, in close proximity to local and neighbourhood centres, as well as public transport links to the centre of Cambridge.
- 2.3 The rear garden is enclosed by post and rail fences to the side boundaries and a 2 meters high brick wall to the rear boundary. The front garden has a low-level brick wall along the front (south) boundary with a post and rail fence on the side (west) boundary with No. 109 Perse Way. There is no boundary treatment on the front eastern elevation. The front garden has a driveway providing a single off street parking space, which would be retained, and the rest of the garden is laid out for planting.

## 3. The proposal

- 3.1 Single storey front, side and rear extension following demolition of the attached garage and conservatory.

## 4. Relevant site history

No relevant site history.

Several side, rear and front extensions have been erected on Perse Way and Acton Way, establishing a favourable precedent for the proposal. Some of these relevant applications are listed below for reference:

Reference	Description	Outcome
24/04796/HFUL	Single storey front, side and rear extensions following demolition of existing outbuilding with habitable space and incorporation into main dwelling.	Permitted 18 <sup>th</sup> February 2025
23/03963/HFUL	Single storey front and rear extensions	Permi ed 12 <sup>th</sup> December 2023

22/00194/HFUL	Demolition of Existing Flat Roof Side Projection to allow for Proposed Single Storey Side & Front Extensions along with Internal Additions and Alterations	Permitted 15th March 2022
18/0569/FUL	Single storey side and rear extension with conversion of existing garage to habitable space and incorporation into main dwelling	Permitted 29th May 2018

Table 2 Relevant site history

## 5. Policy

### 5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2019

Equalities Act 2010

### 5.2 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 35: Protection of human health from noise and vibration

Policy 50: Residential space standards

Policy 52: Protecting garden land and the subdivision of existing dwelling plots

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 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

### **5.3 Neighbourhood plan**

N/A

### **5.4 Supplementary Planning Documents (SPD)**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Open Space in New Developments SPD – Adopted January 2009

Cambridge Neighbourhoods Design Code for Arbury, King's Hedges and parts of West Chesterton

### **5.5 Other guidance**

Greater Cambridge Housing Strategy 2024 to 2029

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

Buildings of Local Interest (2005)

Cambridge and Milton Surface Water Management Plan (2011)

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

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Roof Extensions Design Guide (2003)

## **6. Consultations**

Neighbour letters – Y

Site Notice – N

Press Notice – N

## **7. Third party representations**

- 7.1 No representations have been received.
- 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. Assessment**

- 8.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of development
  - Design, layout, scale and landscaping
  - Highway safety and transport impacts
  - Car and cycle parking
  - Amenity
  - Third party representations
  - Planning balance
  - Recommendation
  - Planning conditions

## **9. Principle of Development**

- 9.1 The application proposes a single storey front, side and rear extension following the demolition of the existing garage and conservatory. The proposed extension will provide additional living space in the dwelling. The proposal intends to improve the existing layout and also includes cycle parking to the front of the dwelling. Upper floors will remain unchanged. Given the context and minor nature of the proposal it is considered that the principle of the development is acceptable and in accordance with policies 55, 56 and 58.

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

- 10.1 Policies 55, 56 and 58 seek to ensure that development responds appropriately to its context, is of high quality, reflects or successfully contrasts with the existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 10.2 The proposed extension is single storey. The side extension is predominantly built on the existing footprint of the garage and proposed to provide a home office, bathroom and utility room. The rear extension will provide a larger kitchen/dining space in the dwelling. The front extension



will also provide the entrance with storage. The scale of the proposal is acceptable. Given the existing neighbouring developments, the scale and mass are proportionate to the site area with the resulting pattern of development being of an appropriate scale and unobtrusive to the setting and any neighbouring amenity in accordance with Policies 55, 56 and 58 of the Cambridge Local Plan 2018.

- 10.3 The proposed extension is similar in scale and design to extensions of neighbouring properties. The proposal is considered to be in keeping with the wider street has been designed to fit with the general styles of the immediate area, the extension is similar in nature to neighbouring properties. The extension will be finished in render, in keeping with the existing property. Joinery items such as window frames are proposed to be black frames.
- 10.4 The Draft Cambridge North Design Code sets out that the key characteristics of Arbury is its green and leafy frontages, deep front gardens and maintaining consistent building lines. Despite marginally extending to the front of the dwelling the proposal would encourage use of the redundant garage, whilst maintaining a large front garden which the owners have reinstated planting. The proposal would also not extend the building line beyond other single storey front extensions to neighbouring properties which is considered in keeping. Overall, it is considered that the proposal would accord with the Draft Cambridge Neighbourhoods Design Code for Arbury, King's Hedges and parts of West Chesterton.
- 10.5 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55,56,57,58,59 of the Local Plan and the NPPF.

## **11. Highway safety and transport impacts**

- 11.1 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 11.2 Para. 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

## **1. Car and cycle provision**

### **Car parking**

- 1.1 A single off street car parking space is proposed to be retained. The proposal would not alter the existing provision of car parking at the front boundary and visibility splays would be retained as existing.
- 1.2 Sheffield stands are proposed to be installed to the front of the dwelling for secure cycle parking which would be as easily accessible as the car parking space. The proposal is considered to be compliant with Local Plan policies 81 and 82.
- 1.3 Subject to conditions the proposal accords with the objectives of policy TI/2 of the Local Plan and is compliant with NPPF advice.

## **2. Amenity**

- 2.1 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and/or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

### **Neighbouring properties**

- 2.2 No objections have been received from neighbouring occupiers. A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal is compliant with policies 35, 50, 52, 53 and 58 of the Local Plan (subject to condition(s) as appropriate).
- 2.3 Windows on the west (side) elevation are proposed to be high level windows which would prevent overlooking to neighbouring properties and amenity areas. The window proposed on the rear east (side) elevation would look out towards the neighbour's conservatory extension which has no windows on the common boundary. The proposal is not considered to give rise to any harmful levels of overlooking. Furthermore, given the single storey and that the proposal would also not intersect the 45-degree line, as set out within the BRE guidelines, it is not considered to be overbearing on the adjacent neighbours.
- 2.4 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with

policies 55, 56, 57, 58, 59 of the Local plan. The associated construction and environmental impacts would be acceptable in accordance with policies 33, 34, 35 and 36 of the Local Plan.

### **3. Third party representations**

- 3.1 No third party representations have been received.

### **4. Planning balance**

- 4.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 4.2 The proposed development is considered to be appropriate in scale and massing and it would be in keeping with the character of the existing dwelling. The proposal is not considered to appear out of character within the surrounding area. Due to the subservience of the extensions, it is not considered to be overdevelopment.
- 4.3 The proposal is not considered to cause unacceptable harm to the amenity or living conditions of neighbouring occupiers.
- 4.4 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

### **5. Recommendation**

- 5.1 **Approve** subject to:

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

### **6. Planning conditions**

1. Time Limit

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. Drawings

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. Materials

The materials to be used in the external construction of the development, hereby permitted, shall follow the specifications in accordance with the details specified within approved plans unless otherwise agreed in writing by the Local Planning Authority.

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)).

**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



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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
24/03884/HFUL (APP/Q0505/D/25/3359575)	291 Arbury Road Cambridge Cambridgeshire CB4 2JL	Demolition of existing conservatory, two storey side and single storey rear extensions with roof terrace and installation of new rooflights.	Appeal Dismissed	07/04/2025	Refusal of planning permission (Delegated Decision)
24/03498/HFUL (APP/Q0505/D/25/3359905)	13 Highfield Avenue Cambridge Cambridgeshire CB4 2AJ	Part two storey, part single storey side and rear extension including parapet wall. Hip to gable roof extension with rear dormer over proposed first floor. Erection of detached garden room to rear.	Appeal Dismissed	07/04/2025	Refusal of planning permission (Delegated Decision)
22/05352/FUL (APP/Q0505/W/24/3352632)	Land Rear Of 18 Adams Road Cambridge Cambridgeshire CB3 9AD	Erection of a single dwelling and garage.	Appeal Dismissed	16/04/2025	Refusal of planning permission (Committee Decision (Area/Main))
24/02869/FUL (3353657)	1 Daws Close Cambridge Cambridgeshire CB1 9LE	Conversion of existing dwellinghouse to 2 No. three-bedroom residential flats, including the replacement of existing front and rear windows with new windows and a ground floor rear door with a new window and	Appeal Dismissed	22/04/2025	Refusal of planning permission (Delegated Decision)

		insertion of a new side door on the ground floor.			
24/01837/FUL (APP/Q0505/W/24/3353339)	558 Newmarket Road Cambridge Cambridgeshire CB5 8LL	Erection of a single storey dwelling, with associated landscaping and off street parking, to the rear of the existing dwelling	Appeal Dismissed	22/04/2025	Refusal of planning permission (Delegated Decision)

## Appendix 2: Appeals received

REFERENCE	SITE ADDRESS	DETAILS	DATE LODGED
24/04163/FUL (3363191)	51 Cromwell Road Cambridge Cambridgeshire CB1 3EB	Change of use of detached residential outbuilding and land to a dwelling.	28/03/2025
25/00461/PIP (APP/Q0505/W/25/3363192)	Land Rear Of 226 To 250 Queen Ediths Way Cambridge Cambridgeshire	Permission in Principle (PIP) application for up to nine self-build/custom-build plots	28/03/2025
24/02860/FUL (APP/Q0505/W/25/3363985)	127 Cherry Hinton Road Cambridge Cambridgeshire CB1 7BS	Part demolition of existing premises and the conversion into a single dwelling house along with the erection of 3no. 1bed dwellings to the rear accessed from Derby Road	11/04/2025
24/04505/HFUL (APP/Q0505/D/25/3364236)	32 Searle Street Cambridge Cambridgeshire CB4 3DB	Roof extension including rear dormer and Velux roof lights to the front elevation.	16/04/2025
EN/00096/25 (APP/Q0505/C/25/3364436)	179 Coleridge Road Cambridge Cambridgeshire CB1 3PW	Without Planning Permission the construction of a detached one bed studi The property neighboring my home, 179 Coleridge Road, is an HMO. Early last year (2024) the owner (Mr Patterson) built a large 'garden office' in the garden, equipped with a kitchen. A couple then moved into it. The neighbour on the other side (181 Coleridge Road) and I together raised complaints (my ref.: KLXPHSXW, submitted 4 March 2024) about this unauthorised new dwelling in the HMO's back garden. On intervention by planning officers, the kitchen was removed and the couple disappeared. The 'garden office' then remained uninhabited for several months. The HMO license was due for renewal in the autumn of 2024, and I suspect the owner was keen not to endanger this. Unfortunately,	22/04/2025



		<p>since December 2024, the 'garden office' is again being used as a dwelling. There was a pause in habitation at the end of that month, in the Christmas holiday period but throughout January and February 2025 the 'garden office' has been inhabited and slept in by a man - I enclose a photograph from two days ago (7am on 11.2.2025) - if you zoom in, you will see him having breakfast in the doorway. This is an HMO and there is every likelihood that the 'office' is being rented out as living accommodation. The owner applied for exactly this type of annexe in 2008 (planning number: 08/1239/FUL) and had the application rejected - so this has clearly been long in the planning, The attempt to install a kitchen with oven last year, and the couple living there, only to disappear when a complaint was made - and now the new resident - indicate that the owner is determined to make maximum profit from his HMO regardless of neighbours or planning laws. Both myself and my neighbour, Claudia Walden at 181 Coleridge Road, would be grateful if the Council Planning Officers would again intervene and put a permanent stop to this illegal and antisocial activity. Related Planning Reference: Date breach occurred: 13/02/2025</p>	
25/00335/HFUL (APP/Q0505/D/25/3364380)	28 Russell Court Cambridge Cambridgeshire CB2 1HW	Second floor extension to create an additional storey.	22/04/2025
24/01588/FUL (APP/Q0505/W/25/3365274)	16 - 17 Sidney Street, 18 - 19 Sidney Street, And 21 Hobson Street Cambridge Cambridgeshire CB2 3HG	Demolition of existing buildings except for 16 and 17, 18 - 19 Sidney Street facades, 16 and 17 street facing roof aspect and chimneys, provision of: Replacement retail units totalling 882m2 (use class E (a) (b) (c) & (e)), 4,107m2 of office space (use class E (g) (i), (ii)), and 349m2 of community space (use classes F1 and F2), new shopfront to 16 and 17 Sidney Street and alterations to roof and northern chimney, and public realm enhancement works.	06/05/2025
24/04556/FUL (APP/Q0505/W/25/3365630)	44 Kimberley Road Cambridge Cambridgeshire CB4 1HH	Retrospective change of use of an existing outbuilding to a short-term holiday let and for ancillary residential use associated with the main dwelling.	13/05/2025

## Appendix 3a: Local Inquiry dates scheduled

REFERENCE	SITE ADDRESS	APPELLANT	EVENT DATE
23/03204/OUT (PCU/RTI/Q0505/3360365)	Beehive Centre Coldhams Lane Cambridge CB1 3ET Cambridgeshire	Railway Pension Nominees Ltd	24/06/2025

## Appendix 3b: Informal Hearing dates scheduled

REFERENCE	SITE ADDRESS	APPELLANT	EVENT DATE
24/01588/FUL (APP/Q0505/W/25/3365274)	16 - 17 Sidney Street, 18 - 19 Sidney Street, And 21 Hobson Street Cambridge Cambridgeshire CB2 3HG	Mr Mark Richer	10/09/2025

## Appendix 4: Appeals Awaiting Decision from Inspectorate

REFERENCE	SITE ADDRESS	DETAILS	REASON
23/00566/FUL (APP/Q0505/W/23/3324785)	Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS	Installation of a modern, multifunction Hub unit featuring an integral advertisement display and defibrillator	Refusal of planning permission (Delegated Decision)
23/00567/ADV (APP/Q0505/Z/23/3324786)	Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS	Installation of 1no 86 inch LCD screen capable of showing illuminated static displays in sequence.	Refusal of planning permission (Delegated Decision)
24/00488/FUL (APP/Q0505/W/24/3354817)	The Varsity Hotel And Spa 24 Thompsons Lane Cambridge Cambridgeshire CB5 8AQ	Installation of a new all-weather lightweight retractable roof canopy and associated works.	Refusal of planning permission (Delegated Decision)
23/03204/OUT (PCU/RTI/Q0505/3360365)	Beehive Centre Coldhams Lane Cambridge CB1 3ET Cambridgeshire	Outline application (with all matters reserved) for the demolition of existing buildings and structures and redevelopment of the site for a new local centre (E (a-f), F1(b-f), F2(b,d)), open space and employment (office and laboratory) floorspace (E(g)(i)(ii) to the ground floor and employment floorspace (office and laboratory) (E(g)(i)(ii) to the upper floors, along with	(Committee Decision (Area/Main))

		supporting infrastructure, including pedestrian and cycle routes, vehicular access, car and cycle parking, servicing areas, landscaping and utilities. (The Development is the subject of an Environmental Impact Assessment)	
24/01244/FUL (APP/Q0505/W/25/3361632)	Anstey Hall Maris Lane Cambridge Cambridgeshire CB2 9LG	Construction of two blocks of retirement accommodation (Class C2) comprising 87 two-bedroom apartments with associated hard and soft landscaping, bin storage, cycle and car parking. Provision of new vehicular access onto Maris Lane and reconfiguration of wall with new entrance gates. New pedestrian access onto Old Mills Road.	Refusal of planning permission (Committee Decision (Area/Main))
23/02127/FUL (APP/Q0505/W/25/3361641)	Mayflower House Manhattan Drive Cambridge Cambridgeshire CB4 1JT	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.	Conditions imposed on planning permission (Committee Decision (Area/Main))
24/04163/FUL (3363191)	51 Cromwell Road Cambridge Cambridgeshire CB1 3EB	Change of use of detached residential outbuilding and land to a dwelling.	Refusal of planning permission (Delegated Decision)
25/00461/PIP (APP/Q0505/W/25/3363192)	Land Rear Of 226 To 250 Queen Ediths Way Cambridge Cambridgeshire	Permission in Principle (PIP) application for up to nine self-build/custom-build plots	Refusal of planning permission (Delegated Decision)
24/02860/FUL (APP/Q0505/W/25/3363985)	127 Cherry Hinton Road Cambridge Cambridgeshire CB1 7BS	Part demolition of existing premises and the conversion into a single dwelling house along with the erection of 3no. 1bed dwellings to the rear accessed from Derby Road	Refusal of planning permission (Delegated Decision)

## Appendix 5: Appeals Pending Statement

REFERENCE	SITE ADDRESS	DETAILS	STATEMENT DUE
24/04556/FUL (APP/Q0505/W/25/3365630)	44 Kimberley Road Cambridge Cambridgeshire CB4 1HH	Retrospective change of use of an existing outbuilding to a short-term holiday let and for	18/06/2025

		ancillary residential use associated with the main dwelling.	
24/01588/FUL (APP/Q0505/W/25/3365274)	16 - 17 Sidney Street, 18 - 19 Sidney Street, And 21 Hobson Street Cambridge Cambridgeshire CB2 3HG	Demolition of existing buildings except for 16 and 17, 18 - 19 Sidney Street facades, 16 and 17 street facing roof aspect and chimneys, provision of: Replacement retail units totalling 882m2 (use class E (a) (b) (c) & (e)), 4,107m2 of office space (use class E (g) (i), (ii)), and 349m2 of community space (use classes F1 and F2), new shopfront to 16 and 17 Sidney Street and alterations to roof and northern chimney, and public realm enhancement works.	24/06/2025

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