



## Cambridge City Council Planning

**Date:** Wednesday, 4 February 2026

**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](mailto: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 four part agenda and will be considered in the following order:

- **Part One**  
Pre-application Developer Briefings
- **Part Two**  
Major Planning Applications
- **Part Three**  
Minor/Other Planning Applications
- **Part Four**  
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 - 10)

## **Part 1: Pre-application Developer Briefings**

5 Cambridge Investment Partnership schemes - Overview of the CIP Development Sites, Progress and Future Developments

## **Part 2: Major Planning Applications**

6 25/04039/FUL Kett House (Pages 11 - 142)

## **Part 3: Minor/Other Planning Applications**

7 25/01321/FUL 190 High Street, Cherry Hinton (Pages 143 - 174)

8 25/02660/S73 Units 5 And 6 Christs Lane (Pages 175 - 190)

## **Part 4: General and Enforcement Items**

9 Appeals Information (Pages 191 - 198)

10 Compliance Report (Pages 199 - 206)

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

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

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## **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).

The site visit protocol and public speaking scheme can be found at the below link.

[Planning Committee guidance](#)

# Public Document Pack Agenda Item 4

Planning

Plan/1

Wednesday, 7 January 2026

## PLANNING

7 January 2026

10.10 am - 2.00 pm

### Present:

**Planning Committee Members:** Councillors Smart (Chair), Flaubert, Griffin, Howard, Illingworth and Todd-Jones

### Officers:

Delivery Manager: Toby Williams

Principal Environmental Health Officer: Greg Kearney

Principal Planner: Charlotte Spencer

Senior Planner: Laurence Moore

Senior Planner: Melissa Reynolds

Conservation Officer: Celia Wignall

Legal Adviser: Richard Pitt

Committee Manager: James Goddard

Meeting Producer: Sarah Michael

## FOR THE INFORMATION OF THE COUNCIL

### 26/1/Plan Apologies

Apologies were received from Councillors Dryden and Thornburrow.

Councillor Illingworth proposed and Councillor Howard seconded Councillor Todd-Jones as Vice Chair for this committee meeting. This was **unanimously agreed**.

### 26/2/Plan Declarations of Interest

No declarations of interest were made.

### 26/3/Plan Minutes

The minutes of the meeting held on 3 December 2025 were approved as a correct record and signed by the Chair.

### 26/4/Plan 25/02643/FUL Castle End Mission, Pound Hill

The Committee received an application for full planning permission.

The application sought approval for demolition of a metal-clad single-storey building on Pound Hill, erection of a new extension of broadly similar appearance in its place to create new community entrance and office/ meeting spaces, extension at first floor over existing Gym Room at the southwest over the same footprint as ground floor, extension at first floor only to partially cover existing car park on northwest side of kitchen/WC block, install new accessible ramped and stepped access from Pound Hill.

The Principal Planner updated her report by referring to the amendment sheet:

- Additional third party comment.
- Amendment to wording of reason for refusal 1 (changes underlined):

The proposed development, by reason of the demolition of the 'Iron Hall' would result in the total loss and significant harm to the non-designated heritage asset and would result in a moderate level of 'less than substantial harm' to the retained elements of the Building of Local Interest and the Castle and Victoria Conservation Area. In addition, the proposed first floor extension to the gym building would result in a low level of 'less than substantial harm' to the retained elements of the Building of Local Interest and the Castle and Victoria Conservation Area. Subsequently, the cumulative impact of the proposal on the conservation area and non-designated heritage assets would be a moderate level of 'less than substantial' harm. The harm to the designated and non-designated heritage assets has not been fully justified and the identified benefits do not outweigh the identified harm. The application is therefore contrary to Policies 61 and 62 of the Cambridge Local Plan (2018) and paragraphs 212, 213, 215 and 216 of the NPPF (2024).

A local resident speaking on behalf of a Pound Hill resident addressed the Committee speaking in objection to the application.

Paul Lee (Applicant) and Apostolos Petrakis (Archangel Architects - Agent) addressed the Committee in support of the application.

The Committee:

**Unanimously resolved** to refuse the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer report and amendment sheet.

**26/5/Plan 25/04141/S73 639 Newmarket Road (McDonalds)**

The Committee received a Section 73 of the Town and Country Planning act 1990 (as amended) application for permission to develop land without compliance with condition 6 of planning permission: C/00/0222/FP for demolition of existing public house and erection of new class a3 restaurant and associated drive-through facility together with alterations to existing parking area, including closure of existing access and creation of new access onto Wadloes Road McDonalds restaurant, 639 Newmarket road.

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

- An amended Noise Impact Assessment was submitted, dated 23 December 2025.
- Amendments to text.
- Additional reason for refusal:

The lack of detailed plans and supporting evidence for the proposed acoustic barrier means it has not been fully possible to ascertain whether the necessary noise mitigation can be achieved without adverse harm to neighbouring residential amenity, the character of the area, and existing trees. The proposal is contrary to policies 1, 34, 35, 55, 56, 59 and 71 of the Cambridge Local Plan (2018), Landscape in New Developments SPD (2010) and Trees and Development Sites SPD (2009), NPPF (2024) and NPPG.

Richard Cross (local franchise business owner) addressed the Committee in support of the application.

Elliot Tong (Ward Councillor) addressed the Committee speaking in objection to the application.

The Committee:

**Unanimously resolved** to refuse the Section 73 application in accordance with the Officer recommendation, for the reasons set out in the Officer report and amendment sheet.

**26/6/Plan 25/02888/FUL Jewish Synagogue, 3 Thompsons Lane**

The Committee received an application for full planning permission.

The application sought approval for demolition of existing Synagogue and Jewish Community facility and erection of a new Synagogue and Jewish Community facility including parking spaces, new cycle storage, landscaping and associated infrastructure works.

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

- Para 2.3, 10.92 and 10.93 amended to replace reference to CVSPA Building with Discovery House Building (no.5 Thompsons Lane).
- Condition 6 amended to include reference to amended Noise Impact Assessment.
- Condition 20 amended to include reference to religious festival of sukkot.
- Condition 23 amended to include reference to approved document.
- No amendments considered to alter officer recommendation or facilitate need for further consultation with Third Party (technical changes).

A Portugal Place resident and Agent on Behalf of Thompson Lane residents addressed the Committee speaking in objection to the application.

Graham Morrison (Applicant's Representative) addressed the Committee in support of the application.

#### The Committee:

**Resolved by 5 votes to 0 with 1 abstention** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer (with delegated authority to Officers to make minor amendments to the conditions as drafted) including the amendments listed above.

#### **26/7/Plan Appeals Information**

The Committee noted the appeals list.

The meeting ended at 2.00 pm

**CHAIR**

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## **25/04039/FUL – Kett House, Station Road, Cambridge**

### **Application details**

**Report to:** Planning Committee

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

**Ward/parish:** Petersfield

**Proposal:** Demolition of the existing building and structures, erection of an office building (Class E) to include ground floor flexible units (Class E, F1, F2) and a single basement for car parking and plant, hard and soft landscaping to create a new public realm, stopping up of the existing vehicular access on Hills Road and the provision of vehicular access on Station Road, provision of cycle access/parking, and related infrastructure and servicing.

**Applicant:** Essex County Council C/o Stanhope Plc

**Presenting officer:** Tom Gray

**Reason presented to committee:** Application raises special planning policy or other considerations

**Member site visit date:** TBC, provisional am Friday 30<sup>th</sup> Jan or 2<sup>nd</sup> Feb

**Key issues:** 1. Design, scale, massing and townscape impacts

2. Heritage impacts

3. Neighbourhood amenity impacts

4. Highways and transport impacts

5. Foul water

**Recommendation:** Approve subject to conditions / S106

## Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Engagement with the Community and the Council
5	Relevant site history
6	Policy
7	Consultations
8	Third party representations
9	Member representations
10	Local groups / petition
11	Assessment
12	Principle of development
13	Character and appearance/heritage effects
14	Trees
15	Carbon reduction and sustainable design
16	Biodiversity
17	Water management and flood risk
18	Highway safety and transport impacts
19	Cycle and car parking provision
20	Neighbourhood Amenity
21	Third party representations
22	Planning obligations (s106)
23	Other matters
24	Planning balance
25	Recommendation
26	Planning conditions

Table 1 Contents of report

## 1. Executive summary

- 1.1 The application seeks full planning permission for the demolition of the existing 1960s Kett House building, including the removal of the substation and the boundary wall, and the redevelopment of the site to provide an 8storey office building (Class E) with ground-floor flexible commercial/community uses. The scheme incorporates a basement for car parking, plant and end-of-trip facilities, extensive public realm and landscaping improvements, and reinstatement of the Kett Oak sculpture on the western façade. The proposal includes the permanent closure of the Hills Road vehicular access and realignment of the Station Road access.
- 1.2 The site represents the final major redevelopment opportunity on the southern side of Station Road and provides an important opportunity to complete the regeneration between the CB1 area to the east and Botanic Place to the west. The proposals have been informed by a rigorous and iterative design and consultation process including extensive pre-application engagement, technical workshops and two Design Review Panels which has resulted in reductions in height, refined articulation and massing, and a significantly enhanced public realm.
- 1.3 The principle of redevelopment for high-quality employment floorspace in this highly sustainable location within an Opportunity Area and an Area of Major Change is strongly supported by national and local policy. The scheme would deliver a substantial uplift in employment space (+11,044 sqm) and up to 953 jobs in a key AI and knowledge-based cluster adjacent to Cambridge Station.
- 1.4 In design, townscape and visual terms, the proposed building is considered to positively enhance the character and appearance of the local area. Its civic-scaled form, improved architectural quality and generous public realm respond appropriately to the mixed-scale context of Hills Road and Station Road, and contribute to the creation of a well-defined gateway space at this important junction.
- 1.5 With respect to heritage, the proposed development's scale and massing would result in a less than substantial harm to the New Town and Glisson Road Conservation Area at the lower end of the scale, and limited less than substantial harm to the setting of the Grade II War Memorial and the Grade I Church of Our Lady of the Assumption and the English Martyrs. Limited harm is also identified to the setting of locally listed terraces and the curved terrace. However, officers consider that this harm is clearly outweighed by the significant public benefits of the scheme.

- 1.6 The proposed scheme would deliver a number of benefits including but not limited to the following: Making efficient use of previously developed land; a high-quality employment floorspace in a prime sustainable location; a substantially improved public realm and active ground-floor frontage along with potential community uses at ground floor; major sustainability measures including a hybrid timber structure, lowcarbon materials, and biodiversity net gain in excess of 30%; significant improvements to pedestrian and cycle access and a contribution to GCP's Hills Road/Station Road junction enhancements; removal of car-dominated space and improved permeability; and contribution to training, apprenticeships and employment opportunities.
- 1.7 Technical matters are either resolved or can be secured through conditions, including controls on construction, drainage and noise and glazing treatment to mitigate overlooking. A Grampian condition preventing occupation until Anglian Water confirms wastewater treatment capacity is not necessary given the nominal net waste-water contribution that would arise from the site compared to existing processing at the Water Treatment Works in Cambridge.
- 1.8 Daylight and amenity impacts are generally compliant with BRE guidance, with impacts on the Centennial Hotel and The Flying Pig considered acceptable given the context and use of those buildings.
- 1.9 In the overall planning balance, the substantial economic, social and environmental benefits of the proposal are judged to outweigh the identified heritage harm. Officers therefore recommend that the application be **approved**, subject to conditions and completion of a Section 106 Agreement.

<b>Consultee</b>	<b>Object / No objection / No comment / Other</b>	<b>Paragraph Reference</b>
Access Officer	No comment	7.1
Active Travel England	No Objection	7.2
Anglian Water	Objection	7.3
Cadent Gas	No Objection	7.5
Cambridge City Airport	No Objection	7.6
Cam Cycle	No comment	7.8
Conservation Officer	No formal objection, but significant concerns raised	7.9
County Archaeology	No Objection	7.14
County Highways Development Management	Objection	7.16
County Transport Team Assessment Team	No Objection	7.19
Ecology Officer	No Objection	7.21
Environment Agency	No comment	7.23
Environmental Health	No Objection	7.24
Fire Authority	No comment	7.31
Historic England	No Objection but concerns raised	7.32
Landscape Officer	No Objection	7.37

Lead Local Flood Authority	No Objection	7.45
Natural England	No comment	7.47
Police Architectural Liaison Officer	No Objection	7.48
Preventative Health Development Officer	No Objection	7.50
Sustainability Officer	No Objection	7.51
S106 Officer	No comment	7.61
Tree Officer	No Objection	7.62
Urban Design Officer	No Objection	7.64
Waste Officer	No Objection	7.72
Design Review Panel Meetings	Full responses attached at Appendix A and B	7.74 & 7.76
Third Party Representations (16)	2 in support, 14 in objection	8
Member Representations (1)	1 in objection	9
Local Interest Groups and Organisations / Petition (2)	2 in objection	10

Table 2 Consultee summary

## 1. Site description and context

- 1.1 The application site lies on the southern side of Station Road and at the junction of Hills Road/Station Road. The site was previously redeveloped in 1962 to be let on a multi-occupancy basis. The building was refurbished in 2000 (under planning consent C/98/1069).
- 1.2 On the western elevation there exists a mural known as the 'Kett Oak' which depicts an ancient oak where some of the ancestors of George Kett (one of the founders of Rattee and Kett stonemasons local to Cambridge) were involved in the Kett Rebellion.
- 1.3 The application site is in a highly sustainable location, situated 0.2 km (5 minutes walk) from Cambridge Train Station, and is the last remaining brownfield site within the CB1 district on the southern side of Station Road.
- 1.4 The site is located with the New Town and Glisson Road Conservation Area. It is also situated within the Station Areas West and Clifton Road Area of Major Change and the Cambridge Railway Station, Hills Road Corridor to City Centre Opportunity Area.
- 1.5 With regards the draft Greater Cambridge Local Plan, the application site has draft designation within the Hills Road and Regent Street Corridor.
- 1.6 To the east of the site comprises modern commercial buildings which form part of the wider CB1 Station Area redevelopment. The opposite (northern) side of Station Road comprises a Victorian terrace (commercial with residential flats above) and villa buildings (and no fines concrete wall), designated as Buildings of Local Interest.
- 1.7 To the south of the site is The Centennial Hotel, which is formed of an original terrace (designated as a Building of Local Interest), with a modern three-storey extension located to the rear. To the west of the site, on the opposite side of Hills Road sits Botanic House (seven-storeys), comprising a distinctive ellipse shape.
- 1.8 The construction of Botanic Place (No.104-112 Hills Road), comprising commercial development on the opposite (western) side of Hills Road is currently underway.
- 1.9 To the west of the junction between Hills Road and Station Road is the Hills Road War Memorial (Grade II Listed) and beyond this is the entrance

to the Cambridge University Botanic Garden, a Grade II\* Registered Park and Garden and designated as a Protected Open Space.

1.10 The application site is subject to low-high risk of surface water flooding and is located within the Cambridge Airport Safeguarding Zone.

## **2. The proposal**

2.1 The proposed development would involve the demolition of the existing building with a replacement office building which would increase the existing 3,963 sqm (GIA including rooftop plant enclosures) to 15,007 sqm (GIA), with larger floorplates and higher floor to ceiling heights. The proposed building would be constructed utilising a hybrid steel/timber frame construction. It would also involve the demolition of existing on-site structures including the existing brick boundary wall and the removal of the substation. The Kett Oak sculpture would be reinstated on the western façade at ground/first floor level.

2.2 The existing vehicular access onto Hills Road would be permanently closed whilst vehicular access onto Station Road would be rearranged and this would serve basement car parking. Extensive soft and hard landscaping is proposed at street level including a double storey colonnade along Station Road and a colonnade along the southern elevation of proposed development.

2.3 The proposed basement level would comprise services, bin store, end-of-trip facilities and car parking. The proposed ground floor would comprise flexible Class E use and/or community space (Class F1, F2). Ancillary office uses and cycle parking would occupy the remainder of the ground floor in addition to the relocated substation, and car and bin lifts.

2.4 Other floors would comprise office accommodation, whilst the 6<sup>th</sup> floor would have access onto an extensive external terrace and the 7<sup>th</sup> floor would have access onto a small external terrace. The 8<sup>th</sup> floor would comprise plant roof enclosure with a green/blue roof around its periphery.

## **3. Engagement with the Community and the Council**

3.1 The proposed development has been the subject of extensive stakeholder consultation prior to being submitted as a planning application. A detailed account can be found in the Applicant's submitted 'Statement of Community Involvement'.

3.2 In summary, community consultation events have taken place over two stages between April 2025 and September 2025. These include:

- April to June 2025: Virtual and in-person events including meetings with community and business stakeholders, public exhibition and Cambridge City Council Planning Committee member briefing.
- July to September 2025: Virtual and in-person events including meetings with community and business stakeholders, public exhibition and Cambridge City Council Planning Committee member briefing.

3.3 With regards engagement with the Greater Cambridge Shared Planning Service, a Planning Performance Agreement (PPA) has been entered into which has facilitated a series of regular meetings between officers, the developer and their team. This has involved a collaborative approach with meetings included as follows:

- Pre-application meeting 1 – Feb 2025
- Urban Design Workshop 1 – Feb 2025
- Pre-application meeting 2 – April 2025
- Sustainability Workshop – May 2025
- Urban Design Workshop 2 – June 2025
- Pre-application meeting 3 – June 2025
- Urban Design Workshop 3 – July 2025
- Pre-application meeting 4 – September 2025

3.4 In addition, the scheme has been presented to two Design Review Panel (DRP) sessions as follows:

- DRP 1 – May 2025
- DRP 2 – August 2025

3.5 As a result of the pre-application engagement with officers and wider stakeholders, the design approach has been shaped and adapted where possible and appropriate. These include the following changes:

- A reduction in height/removal of 8<sup>th</sup> storey office accommodation
- A colonnade added to the south- eastern elevation
- Integration of the Kett Oak sculpture on the western façade
- New terrace added to the west façade

- Articulation of facades and materials explored
- End-of-trip facilities developed
- Enhanced landscaping strategy

#### 4. Relevant site history

Reference	Description	Outcome
25/04041/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Full Planning Permission for demolition of the existing building known as Kett House and removal of all existing trees and structures from the Site, erection of an office building (Class E) to include ground floor flexible ancillary units (Class E, F1, F2) and a single basement for car parking and plant, hard and soft landscaping to create new public realm, stopping up of existing vehicular access on Hills Road and provision of vehicular access on Station Road provision of improved cycle access and parking facilities and related infrastructure and servicing	Not EIA development
C/98/1069	Refurbishment of existing offices to incorporate a new elevational treatment and roof plant	Permitted

Table 3: Relevant site history

#### 5. Policy

##### 5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## **5.2 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation – December 2025 to January 2026)**

- 5.2.1 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.
- 5.2.2 Following endorsement by Joint Cabinet in November, the draft JLP has – at the time of writing - proceeded to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.
- 5.2.3 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF, but represents an early stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making

## **5.3 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 – general principles  
Policy 21: Station Areas West and Clifton Road Area of Major Change  
Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area  
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use  
Policy 31: Integrated water management and the water cycle  
Policy 32: Flood risk  
Policy 33: Contaminated land  
Policy 34: Light pollution control  
Policy 35: Protection of human health from noise and vibration  
Policy 36: Air quality, odour and dust  
Policy 40: Development and expansion of business space  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall buildings and the skyline in Cambridge  
Policy 61: Conservation and enhancement of Cambridge's historic environment  
Policy 62: Local heritage assets  
Policy 63: Works to a heritage asset to address climate change  
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

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

Health Impact Assessment SPD – Adopted April 2025

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South

Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Development affecting Conservation Areas SPD – Adopted 2009

Landscape in New Developments SPD – Adopted March 2010

Open Space in New Developments SPD – Adopted January 2009

Public Art SPD – Adopted January 2009

Trees and Development Sites SPD – Adopted January 2009

### **5.5 Other guidance**

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)

### **5.6 Area Guidelines**

New Town and Glisson Road Conservation Area Appraisal (2012)

## **6. Consultations**

### **Publicity**

Neighbour letters – Y

Site Notice – Y

Press Notice – Y (Conservation Area/Major Development)

- 6.1 Access Officer – No comments received**
- 6.2 Active Travel England – No Objection**
- 6.3 Anglian Water – Objection**
- 6.4 Holding objection until alternative plans to increase capacity at the existing Cambridge Recycling Centre to deal with wastewater from growth are confirmed.
- 6.5 Cadent Gas – No Objection. Informative recommended.**
- 6.6 Cambridge City Airport – No Objection**
- 6.7 Recommend conditions to avoid impact on the Instrument Flight Procedures associated to Cambridge Airport and glint and glare assessment.
- 6.8 Cam Cycle – No comments received (out of time)**
- 6.9 Conservation Officer – Does not formally object but raises significant concerns**
- 6.10 Visual impact analysis from the submitted views indicate the significant impact from the Botanic Garden side of the junction, from viewpoints along Hills Road towards the north and from Mawson Road. The proposal would result in a stark relationship with the adjacent BLI hotel terrace and difficult transition in height and setback to the finer-grain character of Hills Road. The curved terraces across of the junction would become dominated by the proposed building. The daylight/sunlight study does not take into account the Flying Pig's external sitting area.
- 6.11 The junction is bounded by and has significance from the entrance to the Botanic Garden; the War Memorial and its setting; the locally listed buildings and the approach to the station. All this would become subject to the intrusive and dominant presence of the office building. Station Road as a business centre is readily perceptible without a building of such scale and massing on this site.
- 6.12 The combination of scale proposed together with its footway position and bulk and massing involved would result in a level of so-called “less than

substantial harm" within the conservation area that does not appear justified. The scale and massing harm has not been sufficiently mitigated.

6.13 In balancing the harm and public benefits, it should be recognised that the delivery of high-quality materials, façade, pavement realm treatment and reuse of the Kett Oak sculpture may be achieved by a less harmful scheme.

**6.14 County Archaeology – No Objection**

6.15 Archaeological potential. Recommend pre-commencement condition requiring a written scheme of investigation.

**6.16 County Highways Development Management – Objection**

6.17 Would not permit the use of bespoke or non-standard materials within the adopted highway. Planters or tree pits adjacent to the highway should provide adequate support and not interfere with the fabric/integrity of the highway/

6.18 Requests conditions that the existing access onto Hills Road be permanently and effectively closed; a construction traffic management plan; restriction of 3.5 tonne vehicles; visibility splays in accordance with submitted drawing; and amendments to servicing plan

**6.19 County Transport Assessment Team – No Objection**

6.20 Car and cycle parking and trip generation are acceptable. Recommend travel plan condition to include annual monitoring of staff travel and cycle parking for 5 years post occupation. Contribution towards GCP Hills Road improvement scheme.

**6.21 Ecology Officer – No Objection**

6.22 Ecological appraisal is acceptable. Recommend statutory biodiversity net gain, construction ecological management plan, ecology enhancement and lighting strategy conditions.

**6.23 Environment Agency – No comments received (out of time)**

**6.24 Environmental Health – No Objection**

6.25 Construction/demolition pollution: Recommendation that this controlled via condition to ensure that air quality, noise/vibration and artificial lighting impacts are mitigated.

6.26 Operational noise impacts: Some plant will operate during the night and appropriate noise emission limits have been provided. Exact specification of plant is still unknown and therefore recommend that full calculations are provided prior to installation to ensure suitable plant is selected and mitigation carried out to ensure that this does not exceed the background noise levels at the boundary. Recommend control of hours of use of the roof terrace and restrictions on amplified music. Any external mechanical plant associated with the ground floor use should be adequately assessed within the plant noise assessment.

6.27 Operational artificial lighting: Recommend that a lighting assessment and details are requested via bespoke condition.

6.28 Operational odour impacts: Adequate odour and smoke control should be place and a condition is recommended.

6.29 Contamination risk: Phase 1 and 2 reports provided which demonstrate very low risks and no specific remediation is required. Recommend condition as a precaution in addition to material management plan.

6.30 Air quality impacts: Information is acceptable and location is suitable for its proposed end use. Back-up generators clarified and EV charging points should be conditioned.

**6.31 Fire Authority – No comments received (out of time)**

**6.32 Historic England – No Objection but concerns raised**

6.33 Some harm to the significance of the New Town and Glisson Road Conservation Area because of its scale and massing which would intrude strongly into the open space at the south-east of the junction, and would be overbearing in its conservation area context. It would be highly prominent in views up Hills Road from the south and along Station Road from the east.

6.34 The proposals would improve the quality of the hard and soft landscaping around the building and would help preserve the relatively open character of the junction, whilst the propose planting would relate to the mature planting of both the Botanic Gardens and Station Road. The retention of the oak tree sculpture is welcomed and would help to promote the

character of the junction as a semi-civic space. The sustainability credentials are also positive.

6.35 Small negative impact on other designated heritage assets through changes to their setting including the War Memorial, Railway Station and the Church of Our Lady of the Assumption and the English Martyrs.

6.36 Question if the proposed bulk is necessary and whether or not the harm has been clearly and convincingly justified according to the requirements of the NPPF.

**6.37 Landscape Officer – No Objection**

6.38 Pre-application discussions have revolved around a collaborative and iterative approach to achieving the final proposals.

6.39 The site has the opportunity to bring together the disparate elements such as modern development along Station Road, the presence of Botanic House as a landmark building in the Local Plan, the Conservation area terraced houses along Hills Road, the curved terrace of buildings on the opposite side of Station Road, the open space to the front of the Botanic Garden and also considered the approved development of Botanic Place.

6.40 In landscape terms, the final proposal has successfully responded and resolved concerns over scale, mass, competition and addressing its two significantly different faces on Station Road and Hills Road.

6.41 The height and scale are suitable in views, when considered against both modern and historic assets such as the Roman Catholic Church, and when viewed from strategic views such as Red Meadow Hill and Castle Mound. While visible, the building does not outcompete or appear overbearing or dominant on the skyline.

6.42 The proposed landscaping focuses on a large Plane tree which will grow to a significant height and provide a soft and green landmark to tie the whole space together with Botanic Gardens opposite. A planted bookend adjacent to No.10 Station Road is proposed and a more formal colonnaded walkway leads to a planted area at the apex of the building.

6.43 A more informal planted area is proposed as a pocket park to bridge the change in use, scale and character between the Centennial Hotel and the proposed building.

6.44 Roof terrace planting is proposed which will be an effective counterpoint to the roof top planting proposed at Botanic Place.

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

6.46 Substantial betterment when compared to current brownfield discharge rates. Recommend surface water drainage scheme condition and how additional surface water run-off from the site will be avoided during construction works.

**6.47 Natural England – No comments received (out of time)**

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

6.49 Secured by design condition recommended.

**6.50 Preventative Health Development Officer – No objection (informal discussion)**

**6.51 Sustainability Officer – No Objection**

6.52 Options to retain and refurbish the existing building were discussed and investigated as part of early pre-application discussions. It was considered that the demolition would present a more appropriate option on this occasion.

6.53 Kett Oak sculpture would be retained and reinstated on the new building and the pre-demolition audit has concluded that 99.8% of the existing building fabric can be recycled or reused offsite.

6.54 The scheme utilises a hybrid timber structure and low carbon stone bricks to be used in the façade, designed for longevity and future reuse. This approach reduces upfront embodied carbon.

6.55 Circular Economy principles have also been integrated into the proposals. The building is to be constructed using largely mechanical fixings to allow both for swift construction but also the potential to dismantle and reuse large portions of the building in the future.

6.56 The proposals include targeting a range of environmental ratings including BREEAM excellent, WELL Gold enabled, NABERS 4.5\* and WiredScore Platinum.

6.57 A full climate change risk assessment has been undertaken with the façade design and glazing ratios informed by dynamic thermal modelling using current and future climate scenarios.

6.58 A range of water efficiency measures including targeting 5 Wat01 credits with greywater collected to flush WCs, water sub-meters and leak detection system and the basement floor plan allocated space for greywater plant.

6.59 The energy strategy takes an all-electric approach. Air source heat pumps will provide heating and cooling, whilst photovoltaic panels are proposed.

6.60 Recommend BREEAM, grey water reuse, BREEAM water calculator and commercial water metering conditions.

**6.61 S106 Officer – No comments received (out of time)**

**6.62 Tree Officer – No Objection**

6.63 The existing trees are not remarkable examples of their species. Their loss can be mitigated through replacement planting.

**6.64 Urban Design Officer – No Objection**

6.65 The proposed building balances the need for scale/height at the corner, recognising the site's prominence and location in the townscape, assisting legibility and wayfinding to the station, whilst providing a positive contextual and sensitive response to views, surrounding listed buildings, gardens, their settings and the New Town and Glisson Road Conservation Area.

6.66 The proposed building is sufficiently separated from the locally listed terraces buffered by trees along Station Road, dropping down in scale/massing to the two storey locally listed Eastbourne terraces along Hills. The proposal is a proportionate response of a building of scale dropping down on a central, corner site that seeks to use land efficiently, in close proximity to the station, in the evolving context high density buildings along and around the junction of Hills Road and Station Road.

6.67 The new proposal has an appropriate massing that is carefully juxtaposed adjacent the locally listed terrace and is a typical urban condition found in historic cities. Considered holistically the proposals would enhance the character and qualities of junction of Hills Road and Station Road.

6.68 Several changes were achieved as part of the pre-application process including a reduction in height to an 8 storey building + plant, set back of its top storey, accentuation of the corner of the building, improvement in the articulation of the facades, integration of a high-quality public realm and the retention and reinstatement of the Kett Oak sculpture.

6.69 The scheme has evolved and the Greater Cambridge Design Review Panel were supportive of the scheme's height, scale and massing in this context, its sustainability credentials and landscape approach. The suggested improvements suggested by the panel have largely been successfully taken forward.

6.70 Further improvements could be made, and the quality of the scheme will be dependent on the detailing and materiality which will need to be conditioned including the façade materials of limestone and sandstone.

6.71 Conditions recommended including details of the external façade, building materials, sample panel showing façade depths that includes both masonry cladding with minimal/flush joints, mortar, windows/frames/curtain walling, ventilation louvers, spandrel panels, lintels, balconies, coping, soffit cladding over the colonnade, rainwater goods and public realm materials.

**6.72 Waste Officer – No Objection**

6.73 Bins should be presented within 10 metres of the kerb.

**6.74 Design Review Panel Meeting of 14<sup>th</sup> August 2025**

6.75 Full response attached at Appendix A: Welcomed the scheme's progress, including the reduced height, improved sustainability measures, and strengthened landscape strategy, and agreed the revised massing now sits comfortably in views. Advised that further refinement of the colonnade and façade by the removal of the superficial column planting in favour of higher-quality detailing referencing local craft or site heritage, and greater differentiation between the Station Road and Hills Road elevations. Highlighted the need to resolve pedestrian–cyclist interactions and refine planting and public realm materials to function well at close range and across seasons.

**6.76 Design Review Panel Meeting of 8<sup>th</sup> May 2025**

6.77 Full response attached at Appendix B: Considered that the scheme's architectural clarity and simplified massing was an appropriate response but had concerns regarding its height, scale and impact, advising a reduction in the number of storeys to improve its relationship with neighbouring terraces and key views. The Panel supported the emerging landscape and public realm strategy but emphasised the need for higher quality treatment of the colonnade, stronger integration with the character of Botanic Gardens and heritage, and improved connectivity and inclusive access, including potential additional entrances. They also highlighted the need for clearer sustainability justification for demolition over retrofit, remaining car parking, and design refinements to respond more sensitively to the context and anticipated pedestrian and cyclist movements.

## 7. **Third party representations**

7.1 16 representations have been received, 2 in support and 14 in objection.

7.2 Those in objection have raised the following issues:

- Principle of development – Empty office spaces in the vicinity. Current supply exceeds demand.
- Neighbourhood amenity impacts – Lack of mitigation to prevent overlooking of The Centennial Hotel that could result in operational harm. Overbearing and overshadowing impacts and sense of enclosure. Loss of light impacts will negatively affect guest experience and building maintenance. Modelled internal layouts based on estimated dimensions and lack of accurate and comprehensive information. Noise impact assessment is required. Substantial loss of light for properties on the opposite side of Station Road. Overshadowing for pedestrians on the junction.
- Scale, massing and design – No meaningful transition in height or setback to respect the fine-grain character of Hills Road. Uncomfortable juxtaposition. Out of proportion and excessive scale and massing. Design is an uninspired, angular form and repetitive architecture which does not respond to the area's history or from the innovative design of nearby landmark buildings. Out of scale compared to two-storey properties on the opposite side of Station Road. Canyon-like enclosure. Would not enhance the wider townscape. Should be subservient in height to CB1. Would break the skyline. Would result in an uneasy competitive relationship with Botanic House. Low quality design.

- Kett Oak sculpture – poor solution that should be seen at high level and from some distance.
- Landscaping – Public realm would fail to be enhanced.
- Sustainability – Solar PVs may not contribute significantly to the energy consumption of the building.
- Heritage impacts – Dominates the locally and Grade II listed street scene. Negative impact on Historic Core. Overdevelopment that would cause harm to nearby heritage assets, setting of Grade II Listed War Memorial and adjacent locally listed Victorian terraces. Aggressive and clumsy form when viewed from the War Memorial. Adverse impact on the New Town and Glisson Road Conservation Area.
- Health Impact Assessment fails to demonstrate the effect on people from the façade design.

7.3 Those in support have given the following reasons:

- The landscape is a major improvement
- Sustainability ambitions
- Reinstatement of Kett Oak sculpture

7.4 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. Member Representations

8.1 Cllr Richard Robertson has made a representation objecting to the application on the following grounds:

- Loss of much of the open space in front of the existing Kett House.
- Overbearing impact of the proposed building which would harm the whole setting.
- Loss of existing trees and lack of space for tree planting along Station Road. New trees will take several decades to mature.
- Aggressive change in height and building line that is inconsistent with the planned evolution of the streetscape.
- Would brutally command a prominent position and dominate with an uninspired building of angular rectilinear form rather than draw inspiration from the nearby landmark buildings.
- Inappropriately scaled frontage.
- Kett Oak sculpture would be very difficult to view. The sculpture is around 3 metres x 4 metres in size and needs to be seen from a distance to be understood and appreciated. The proposed location means that viewing it would be constantly interrupted by passing traffic and pedestrians and obscured behind a large tree with the lower part

hidden behind shrubs and other landscaping. This needs to be relocated from the current proposed position.

## **9. Local Groups / Petition**

9.1 Cambridge Past, Present and Future has made a representation objecting to the application on the following grounds:

- Inappropriate and harmful overdevelopment of the site due to its excessive massing and scale which would tower over and dominate the adjacent two-storey, locally listed and Grade II listed street scene.
- Uninspired and angular form and repetitive character. Lacks the innovative language. Fails to complement the design of Botanic Place.
- Jarring and inappropriate scale.
- Inconsistent with the evolution of the streetscape and the huge size would block views of Botanic House.
- The proposed trees will take many years to mature and will lack adequate light.
- If consent is granted, the public realm designs must be coordinated with these future infrastructure changes to ensure cohesion and functional urban environment.
- The Kett Oak sculpture should remain prominent.

9.2 South Petersfield Residents Association has made a representation objecting to the application on the following grounds:

- Would cause substantial harm to the settings of Botanic Garden and the War Memorial, and views along Station Road and Hills Road.
- Proposal looms out from the established building lines and visualisations do not convey the contrast in scale and form.
- Angularity and repetitive detailing further accentuate the building's bulk and creates an ugly contrast with the curvilinear buildings on the west side of Hills Road.
- Proposed building abruptly alters the progression of building heights.
- Combination of bulk, height and lack of character in form and detailing makes the proposal overbearing and unfitting to its location.
- Historic England have underestimated the level of harm, and we consider that the harm is substantial because of the exceptionally high prominence of the location and the proposed building's overbearing relationship with its surroundings.
- If approved, recommend the delivery of the Hills Road/Station Road junction pedestrian crossings reconfiguration and a responsive control system to prioritise buses.

9.3 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. Assessment**

10.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the main issues are as follows:

- Principle of development
- Character and appearance/heritage effects
- Trees
- Carbon reduction and sustainable design
- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Cycle and car parking provision
- Neighbourhood Amenity
- Third party representations
- Planning obligations (s106)
- Other matters
- Planning balance
- Recommendation
- Planning conditions

## **11. Principle of Development**

11.1 The application site currently comprises a 1960s office building, albeit refurbished in 2000. The current building lacks the quality of buildings found elsewhere in the immediate context whilst the original retained structure and foundations are at the end of their design life and have restricted floor-to-floor heights to provide for a good quality office environment. The site is dominated by extensive surface car parking, a limited public realm and poor-quality landscaping.

11.2 The proposed scheme comprises a speculative development, which responds to a prime central office sub-market and high-tech cluster centred around Cambridge train station.

11.3 Significant new development has taken place to the east of the application site (CB1 development) and construction is ongoing to the west (Botanic Place). Development on the southern side of Station Road represents a unique opportunity to create and complete a high quality, mixed-use gateway to the city and high-quality link connecting the city centre to the

station and between Botanic Place to the west and CB1 development to the east.

- 11.4 Paragraph 124 of the National Planning Policy Framework (NPPF) (2024) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 11.5 Paragraph 125 (c) of the NPPF 2024 states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused.
- 11.6 Paragraph 125 (d) of the NPPF 2024 states that planning policies and decisions should promote and support the development of under-utilised land and buildings.
- 11.7 The proposed development through its redevelopment and enhanced office floorspace would provide a more effective and efficient use of previously development land in a highly sustainable location in accordance with the NPPF 2024.
- 11.8 Policy 1 of the Cambridge Local Plan 2018 states that when considering the development proposals, *the Council will take a positive approach that reflects the presumption in favour of sustainable development within the NPPF. It will always work proactively with applicants to jointly find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge.*
- 11.9 Policy 2 of the Local Plan 2018 places particular emphasis on growing knowledge-based institutions and reinforcing Cambridge's existing high technology and research clusters. The Local Plan aims to meet these needs in a sustainable way, through appropriate mixed-use growth, favouring the more accessible urban areas and therefore employment development will be focused on the urban area in defined Areas of Major Change, Opportunity Areas and the city centre.
- 11.10 The application site is in close proximity to Cambridge train station. Policy 40 of the Local Plan 2018 states that new offices are encouraged to come forward within areas around the two stations.

11.11 The proposed development would support economic growth, and further expansion of the knowledge-based economy in a key employment location within the city. Whilst officers consider that there is an adequate supply of office accommodation in the short-term and third-party comments citing empty office space are noted, delivering viable floorspace in prime locations would maintain the Cambridge region as a national and global destination for businesses within information and communications technology research in the longer term.

11.12 It would deliver an enhanced employment building, amenity space and high-quality public realm as part of a holistic approach to placemaking. Therefore, officers consider that the proposal complies with policies 2 and 40 of the Local Plan 2018.

11.13 The site lies just outside the City Centre and within the Station Areas West and Clifton Road Area of Major Change and the Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area.

11.14 Policy 21 of the Local Plan 2018 states the development within this area of major change will support the continued and complete regeneration of vibrant, mixed-use areas of the city, centred around and accessible to a high quality and improved transport interchange.

11.15 Policy 14 of the Local Plan 2018 states that development within the Areas of Major Change and Opportunity Areas should be of the highest quality design and incorporate the principles of sustainable design and construction.

11.16 Policy 14 states that in terms of movement, density and activity, development should:

- d. be of higher densities in the city centre, and around key transport interchanges;
- e. create active and vibrant places that encourage social interaction and meeting, and foster a sense of community.

11.17 Policy 14 states that in protecting existing assets, including heritage assets, landscape and water management, development should:

- f. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;

- g. ensure public rights of way are protected, and enhanced where possible;
- h. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets; and,
- i. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.

11.18 Policy 25 of the Local Plan 2018 states that development proposals within the Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area will be supported if they help promote and coordinate the use of sustainable transport modes, and deliver and reinforce a sense of place and local shops and services.

11.19 One of the key projects identified within Policy 25) is in relation to Station Approach (i) to improve the public realm and linkages to CB1 Station Square from Tenison Road through to Hills Road

11.20 Policy S/PRIA in the Draft Greater Cambridge Local Plan further emphasises the aims of Policy 25, in particular the opportunity to improve sustainable transport modes and the quality of the public realm.

11.21 The application site comprises one of the last remaining prominent available sites in the Station Areas West area. The proposals present a prime opportunity to complete the regeneration of the southern side of Station Road in terms of built form and public realm.

11.22 With respect to compliance with Policy 14, the proposed development would consist of a high-quality design that would incorporate exceptional standards of sustainable construction, minimise embodied carbon and ensure efficient use of water.

11.23 The necessary transport infrastructure is in place to support the development, and appropriate densities are proposed given its location in a highly sustainable location in close proximity to the train station.

11.24 Officers consider that the proposed development would transform the area into a dynamic and connected destination. The proposal would introduce active frontages along Station Road and Hills Road, vibrant ground-floor retail/community space, and an engaging public realm, thereby creating a lively, welcoming environment. It would safeguard existing pedestrian routes while significantly improving connectivity for both pedestrians and cyclists between Hills Road and Station Road.

When looked at holistically, the proposed development is the final piece that brings cohesion, accessibility, and a sense of place to the Station Road-Hills Road corridor.

- 11.25 The proposals include a strong landscaping scheme whilst it incorporates existing townscape features and heritage assets, including the Kett Oak sculpture on the western elevation, albeit with respect to other heritage assets, there is limited conflict with this policy and this is addressed in the subsequent section on heritage effects.
- 11.26 With respect to Policy 25, the proposals would deliver a series of coordinated streetscape and public realm improvements, and the changes to the streetscape are compatible with the Greater Cambridge Partnership's plans to enhance the transport infrastructure at the Hills Road/Station Road junction. The proposals would prioritise the pedestrian environment by effectively widening pavements and adding interest through the use of street trees to encourage social interaction and a sense of community.
- 11.27 On this basis, officers consider that the proposals broadly comply with policies 1, 2, 14, 21, 25 and 40 of the Local Plan 2018, emerging LP policy and make effective and efficient use of brownfield land in accordance with the NPPF 2024.

## **12. Character and appearance/heritage effects**

- 12.1 The application falls within the New Town and Glisson Road Conservation Area and is within the setting of several listed buildings, Buildings of Local Interest and the Botanic Gardens Registered Park and Garden, which are detailed within the Heritage Assets section.
- 12.2 Policies 55, 56, 57 and 59 of the Local Plan 2018 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment. Policy 60 states that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against certain criteria. These include the need to demonstrate how the proposals fit within the existing landscape and townscape (criteria a).
- 12.3 Paragraph 135 of the NPPF 2024 details that planning policies and decisions should ensure that developments function well and add to the

overall quality of the area. To achieve this, amongst other matters, it requires developments to be visually attractive and establish a strong sense of place, using the arrangement of streets, spaces, and building types to create attractive, welcoming, and distinctive places to live, work, and visit. Moreover, developments should be sympathetic to their context and surroundings, whilst not preventing or discouraging appropriate innovation or change, such as increased densities. These principles are also elaborated upon within the National Design Guide (NDG) and the National Model Design Code.

12.4 In Areas of Major Change and Opportunity Areas, Policy 14 of the Local Plan 2018 requires the highest quality of sustainable design and construction. It expects higher densities around key transport interchanges, to create active and vibrant places that encourage social interaction and a sense of community.

12.5 For the purpose of this report, the character and appearance/heritage effects are presented as follows:

- Townscape context
- Design, scale, layout and landscaping
- Townscape and visual effects
- Heritage assets
- Overall conclusion

#### *Townscape context*

12.6 The application site is located at a nodal point on the busy transport route of Hills Road and marks the junction with Station Road. The site is currently occupied by a part 3 storey and part 5 storey office building and is dominated by hardstanding and surface-level car parking. Moreover, its scale, orientation and utilitarian design create poor relationships with the surrounding townscape. To the immediate east of the site comprises 10 Station Road, a 5-storey office building that was recently completed.

12.7 Kett House sits outside of the original 2004 Station Area Masterplan which designed the buildings gradually stepping down in height toward the Hills Road/Station Road junction. Whilst third-parties, local groups and the local member comments concerning this are noted, given the considerable time that has elapsed and taking into account the evolving urban context including the redevelopment of Botanic Place, this historic masterplan no longer reflects the current reality of tall and highly dense commercial development which is now part of the townscape character.

12.8 The wider surroundings are characterised by an eclectic mix of building typologies, with 3 storey Victorian villas and terraces to the north, and 2/3 storey terraces to the south. There is a mixture of large modern commercial buildings up to 9 storeys further to the east along Station Road whilst there are large bespoke designed buildings including the 7 storey Botanic House and the recent ongoing construction of Botanic Place located across Hills Road to the west. This contrast in terms of design, scale and age forms the character of the New Town and Glisson Road Conservation Area.

*Design, scale, layout and landscaping*

12.9 As required by Policy 14 of the Local Plan 2018, the proposal's density recognises the site's prominence and location. The proposal is seen to represent the final piece of a successful regeneration scheme along Station Road.

12.10 Third party, local member and local groups concerns with regards the proposed development's excessive scale and massing, its dominant form, a lack of meaningful transition and set back to the fine-grain character of Hills Road, an angular and repetitive architecture and the relationship with the surrounding context are acknowledged.

12.11 The application site occupies a prominent and strategically important corner at the junction of Station Road and Hills Road. With the construction of Botanic Place on the opposite side of Hills Road, pedestrian flows along the southern side of Station Road are expected to increase significantly. As secured through the Botanic Place Section 278 agreement, this frontage will benefit from upgrades to Hills Road, including a new pedestrian crossing adjacent to Kett House. In addition, forthcoming Greater Cambridge Partnership (GCP) proposals aim to reconfigure the junction to further enhance pedestrian and cycle connectivity. In this context, the form of the proposed building and its associated public realm has been deliberately designed with a strong civic quality. The western façade provides a clear wayfinding marker, reorienting the urban axis towards Cambridge Station, while the building's massing and frontage help to define and enclose an 'Urban Room' formed by the surrounding cluster of curvilinear buildings at this key junction.

12.12 One of the application site's key constraints is its largely triangular geometry positioned between two streets, however this presents an opportunity to bring together the disparate elements including the modern developments along Station Road, the presence of Botanic House as a

landmark building, the terraced houses along Hills Road, the curved terrace on the Hills Road/Station Road junction, the open space to the front of Botanic Gardens and the undergoing redevelopment of Botanic Place.

12.13 The existing Botanic House is denoted within the Local Plan as a 'landmark' building, whilst along with the Botanic Place redevelopment site, which are unhindered in their sites' geometry, comprise large bespoke designed buildings. Rather than imitating the new Botanic Place redevelopment curvilinear footprint and form and thus differentiate itself from these 'landmark' buildings, officers support the proposed development's approach which responds to the orthogonal form and height of the office blocks along Station Road.

12.14 Whilst the concerns raised by third parties, local groups and local member, regarding the angular and rectilinear form are acknowledged, officers consider that this design approach is an appropriate response to the surrounding context. In particular, the more angular form provides a deliberate counterpoint to the curvilinear Botanic Place redevelopment on the opposite side of Hills Road, avoiding visual competition and ensuring that each building maintains its own architectural identity. At the same time, the proposed development successfully mediates between the finer grain and lower scale of the Hills Road terraces and the larger commercial buildings to the west, providing a balanced transition in both scale and massing.

12.15 The proposed building formed of two interlocking masses has followed the testing of several forms in this location. The proposal balances the need for scale/height and massing and the differing context of Station Road and Hills Road. This approach was supported by the Design Review Panel who considered that the interlocking masses were well resolved and the building heights successful in responding to the three different settings of the elevations.

12.16 Whilst third party, local groups and local member have raised concerns with the proposal's inconsistency with the evolution of the streetscape in terms of scale, with the redevelopment of Botanic Place at a much larger scale than No.10 Station Road, officers support the proposal as an appropriate transition, and this was supported by the Design Review Panel.

12.17 Following an iterative design process, the applicant tested a lower overall height and massing, which resulted in a noticeably squatter form. Officers, supported by the Design Review Panel, considered this alternative to be

inappropriate for the site, as it failed to provide the necessary vertical emphasis and did not respond effectively to the emerging townscape context. Instead, the scheme was refined to an eight-storey building (plus plant), with the uppermost storey set back to reduce perceived bulk while retaining the desired verticality of the Station Road elevation. The resulting height sits comfortably within the range of nearby commercial buildings, as demonstrated in the table below:

Building	Overall height to top of roof plant (m AOD)
Proposal	48.289
Botanic Place	47
50/60 Station Road	49.1

Table 4: Comparable heights

12.18 During pre-application discussions, the scheme was refined to strengthen its architectural clarity and relationship with the junction. Key amendments include introducing a deeper corner column to emphasise the building's civic presence, setting back the top storey to reduce perceived bulk and create a new terrace, adding a colonnade along the southern elevation, and confirming a high-quality material palette using two complementary stone brick types. Collectively, these refinements ensure that the building confidently commands the corner, contributes a well-articulated architectural composition, and enhances the distinctive character and identity of the surrounding area.

12.19 The Design Review Panel supported this design evolution, noting that the proposed massing strategy, particularly the stepping down of the building to six storeys achieves an appropriate response to the varied scales present along Hills Road and results in a form that sits comfortably within its wider townscape context.

12.20 The proposed building would maintain an appropriate degree of separation from the Buildings of Local Interest located at the Hills Road/Station Road corner (Nos. 1–7 Station Road; Nos. 55–59 Hills Road). This setback, combined with the proposed landscaping, would provide a suitable buffer that respects their scale.

12.21 Although the development sits in relatively close proximity to Eastbourne Terrace, the design responds sensitively to this relationship by stepping

down to six storeys along this frontage. Additionally, the building's angled footprint and significant setback help to balance its massing relative to adjoining two- and three-storey properties. Officers consider this to be a proportionate and contextually appropriate response to the surrounding urban fabric, effectively mediating between the modest scale of the adjacent terrace and the larger commercial buildings within the evolving high-density cluster.

- 12.22 Although the building comprises two volumes expressed in a consistent architectural language, each façade has been carefully articulated through variations in column depth, window reveals and spandrel panel design. Glazing ratios of approximately 40% glazing to 60% solid ensure a balanced composition and appropriate solar control. On the western elevation, the deeper piers enhance the building's visual prominence and improve solar shading. This treatment reinforces key wayfinding points and strengthens the building's civic presence at the junction.
- 12.23 The external material palette comprises two complementary stone types—Portland limestone for the larger volume and sandstone for the secondary volume. These materials are both durable and sustainable, and their tonal qualities reference the historic character of the Conservation Area and the history of the original Rattee and Kett building. The contrast between the stones also assists in visually breaking down the massing and grounding the building within its context.
- 12.24 While comments regarding the perceived lack of open space are noted, the proposals deliver approximately 1,500 m<sup>2</sup> of public realm compared with the 400 m<sup>2</sup> of circulation space currently on site. This includes a series of spaces designed for movement, rest and social interaction, all of which will remain publicly accessible and would be secured through planning conditions.
- 12.25 The existing trees on site are of limited arboricultural merit. In consultation with the Council's Landscape and Urban Design Officers, the proposed introduction of a landmark plane tree at the apex of the public realm is considered a significant enhancement, providing a strong visual anchor that complements the Botanic Garden opposite.
- 12.26 Additional trees and planting would introduce human-scale greenery, create resting points for pedestrians, and enhance the landscape character along the Hills Road corridor. Although CPPF queried light levels in landscaped areas, officers are satisfied that the main planted zones receive adequate sunlight, and while new trees will take time to mature, they will deliver meaningful long-term benefits. The landscape

strategy which is focused around three key planted nodes supports a cohesive public realm, complemented by the generous, double-height colonnade which provides a sheltered, permeable pedestrian route and avoids fragmentation of the space.

12.27 Concerns regarding the absence of tree planting along Station Road have been acknowledged. During pre-application discussions, several iterations of a reduced colonnade to create space for tree pits were tested. However, officers concluded that this approach would not support meaningful long-term tree growth and would result in an awkward, truncated frontage that conflicts with the architectural coherence of the building. A narrower colonnade would also compromise pedestrian comfort and reduce the quality of the public realm. For these reasons, this option was discounted.

12.28 The proposed colonnade, with 6-metre column spacing and slender profiles, delivers a clear and attractive pedestrian route from Station Road towards the landscaped apex of the site. This linear sequence links seamlessly to the more formal green edge along Station Road, reinforcing legibility and permeability.

12.29 A smaller, informal pocket park is proposed along Hills Road, helping to mediate the change in scale and use between the new building and the Centennial Hotel, and offering a softer, more intimate landscaped space, whilst at rooftop level (floor 6), a planted roof terrace is proposed which would be an effective counterpoint to the rooftop planting consented at Botanic Place.

12.30 With regards to inclusive access, entrances in the proposed development would have level thresholds whilst internal circulation routes would be step-free. Each floor would have accessible WC provision whilst all terraces would be accessible for all users.

12.31 In terms of external surface-level materials, the proposed slab paving, setts and banding would positively contribute to the high-quality public realm. Having met with the Local Highway Authority to discuss their concerns regarding the materials palette for the public realm, officers are confident that enhanced materials can be delivered across the public realm and adjacent pavements, such as with the use of Yorkstone paving, which would be agreed through condition.

12.32 Overall, the proposed public realm and landscape strategy would create a significantly improved environment that integrates well with both the new building and the wider area. Subject to detailed planting and tree pit

design to be secured via condition, the proposal accords with Policy 59 of the Local Plan 2018.

12.33 The proposal comprises the reinstatement of the Kett Oak sculpture, currently located on the western façade of the existing building. Originally commissioned to commemorate Robert Kett's Rebellion, the relief is an important piece of public art with both cultural and historical resonance. Specialist engineering advice on behalf of the applicants confirms that the sculpture can be safely removed and re-installed. Whilst some representations suggest the sculpture should be re-integrated at a higher level, several relocation options were explored with officers, and the preferred approach places the artwork at ground/first floor level on the western façade, improving its visibility to pedestrians on a busy thoroughfare and providing a connection to people resting within the newly created public realm. It will still retain some prominence in medium distance views, through the enhanced landscape provision to the corner. Its careful removal and reinstatement will be secured by condition.

12.34 Accordingly, the proposal complies with Policies 56 and 59 of the Local Plan 2018 and Paragraph 135 of the NPPF 2024, which requires development to establish and reinforce local character and a strong sense of place.

12.35 Although the Urban Design Officer and Design Review Panel highlight opportunities for further refinement such as increased façade differentiation, additional insetting of glazing, colouring and enhanced detailing, officers are satisfied that these matters can be secured through conditions requiring full material, detailing and sample submissions.

12.36 Overall, officers consider that the proposed design, layout, scale and massing would enhance the character and appearance of the area, and in particular the important junction of Hills Road and Station Road. The scheme represents a high-quality architectural response that contributes positively to its surroundings, in accordance with Policies 55, 56 and 57 of the Local Plan 2018 and Paragraph 135 of the NPPF 2024.

12.37 Subject to conditions including a sample panel, full external material details and signage strategy, the proposed development is considered acceptable.

#### *Townscape and visual effects*

12.38 Policy 60 of the Cambridge Local Plan 2018 requires proposals for buildings that break the existing skyline or are significantly taller than surrounding development to demonstrate compliance with a series of criteria. These include how the scheme fits within the existing landscape and townscape (criterion a), its impact on the historic environment (criterion b), the scale, massing and architectural quality (criterion c), the effects on amenity and microclimate (criterion d), and implications for the public realm (criterion e).

12.39 The application is accompanied by a Townscape and Visual Impact Assessment (TVIA). It evaluates both townscape effects which relate to changes in the character and quality of the urban environment and visual effects experienced by receptors such as pedestrians, travellers, and users of public spaces, as well as changes to the visual setting of designated heritage assets.

12.40 Heritage impacts arising from the proposals are addressed in detail in a separate section of this report. This part focuses specifically on wider townscape and visual considerations, including the overall quality, character and visual experience of the area, independent of the heritage-specific assessment.

12.41 The TVIA was prepared using an iterative approach agreed with the Council's Landscape Officer. It assesses the development during construction, at completion, and 15 years post-completion, and includes cumulative effects with other developments. Nineteen agreed viewpoints comprising local, dynamic and long-distance locations were used to test visibility and visual impact.

12.42 The historic residential terraces and the wider New Town and Glisson Road Conservation Area contribute strongly to the area's townscape character. While the proposed development contrasts with the scale and appearance of these terraces, it will read as a modern addition comparable to existing contemporary development in the area, including Botanic House and the CB1 cluster.

12.43 The proposal would complete the Station Road frontage, acting as the final book-end to the series of tall buildings leading to the station. Its scale and massing respond positively to the station approach and allow it to sit comfortably within the existing cluster of taller buildings, while remaining deferential to Botanic House as a key local landmark. Although the green character of the site would diminish initially, the long-term landscape strategy reinstates a strong verdant presence and reinforces the site's visual connection with the Botanic Garden.

12.44 The building would establish a clear marker at the convergence of the Botanic Garden, the station approach and the route into the historic city centre. Its materiality responds sympathetically to the character of the area, while its dual-volume form complements the contemporary design language of Botanic Place.

12.45 The architectural quality of the proposal through its design, materials and construction methodology would strengthen the identity of the junction and provide a more coherent and distinctive visual focus.

12.46 The loss of existing trees along Station Road would result in a temporary reduction in greenery and a noticeable short-term townscape impact. However, officers note that replacement planting will, by year 15, restore canopy cover, reinforce the site's visual link to the Botanic Garden and enhance greening along Hills Road and the terraces.

12.47 When assessed against Policy 60 views (viewpoints 15-19), the proposed development would not give rise to adverse effects on these key viewpoints, including Red Meadow Hill and Castle Mound. While the building will be visible, its massing aligns with the established rhythm of taller buildings along Station Road and remains subservient to Botanic Place and the larger elements of the CB1 cluster, ensuring that the historic skyline remains dominant.

12.48 Along Station Road (viewpoints 5, 6 and 14), the development would improve coherence and legibility within the modern streetscape, though the short-term loss of mature planting would create some initial adverse visual effects. These would diminish as replacement landscaping matures, softening the building and enhancing the streetscape. From Hills Road (viewpoints 1, 2, 3, 8, 10, 13 and 14), the proposal reads as a taller contemporary form that strengthens the junction's gateway role with contrasting materials helping to articulate the massing whilst retaining views of the Grade I Church of Our Lady of the Assumption and the English Martyrs. Maturing planting will similarly reduce visual hardness over the longer term.

12.49 From more distant residential areas, including the Mill Road Conservation Area (viewpoints 7 and 9), the development would only be glimpsed and remain recessive. Visitors to the Botanic Garden would experience some vegetation loss, but by year 15 the landscape strategy and architectural composition would provide a balanced visual relationship.

12.50 In summary, whilst short-term adverse townscape and visual effects would arise from the loss of existing vegetation, these diminish substantially over time. By year 15, the maturing landscape would soften the building's form, reinforce the gateway character of the Hills Road/Station Road junction and strengthen the area's sense of place.

12.51 The design has evolved through an iterative process, including reductions in height and adjustments to façade articulation and materials. Officers concur that the proposal would have a positive townscape and visual impact, enhancing the role of the junction as a key gateway, reinforcing the coherence of the CB1 cluster and Botanic Place, and significantly improving the public realm in accordance with Policy 60 of the Local Plan 2018.

12.52 Overall, the long-term townscape benefits of the proposal are judged to be positive and significant.

#### *Heritage assets*

12.53 The impact of the proposed scheme on heritage assets, their significance and setting relative to the site and how the scheme would alter and impact these settings, are matters of considerable importance given the public prominence of the site on the junction of Hills Road / Station Road, a key gateway into and out of the Cambridge.

12.54 The statutory considerations as set out in section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, are matters to which the determining authority must give great weight to when considering schemes which have the potential to impact on heritage assets.

12.55 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the legislative context for development that affects the setting of listed buildings. In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possess.'

12.56 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land

within a Conservation Area, to; “Pay special attention to the desirability of preserving or enhancing the character or appearance of that area”.. Likewise, section 102 of the Levelling-up and Regeneration Act 2023 requires separate special consideration of the effects on relevant heritage assets, including registered parks and gardens, which is relevant in respect of the Botanic Gardens.

- 12.57 Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of the Levelling-up and Regeneration Act 2023, in considering this application, and have given considerable weight and importance to the desirability of preserving the setting of the affected Listed Buildings, to preserving or enhancing the character and appearance of the New Town and Glisson Road Conservation Area and to the registered Botanic park and gardens.
- 12.58 Paragraph 212 of the NPPF 2024 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 12.59 Paragraph 213 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 12.60 Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 12.61 Paragraph 216 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 12.62 Paragraph 219 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of

the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

12.63 Policy 60 of the Cambridge Local Plan (2018) states that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against certain criteria. These include the need to demonstrate the impact on the historic environment (criteria b).

12.64 Policy 61 requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area, with clear justification for any harm where substantial public benefits occur. This equates to the NPPF requirements in Paragraph 212 to weigh less than substantial harm to the significance of designated heritage assets against public benefits.

12.65 Regardless of being less than substantial, and reflecting the statutory duties quoted, considerable importance and weight must be attached to any such harm found, with the presumption that the preservation of the significance of these heritage assets is to be preferred.

12.66 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. Where an application for any works would lead to harm or substantial harm to a non-designated heritage asset, a balanced judgement will be made having regard to the scale of any harm or loss and the significance of the heritage asset. This equates to the NPPF requirements in Paragraph 216.

12.67 The heritage assets which are considered likely to be affected by the proposed development are set out below. A description of their significance is contained with the applicant's submitted heritage statement.

#### Designated Assets

New Town and Glisson Road Conservation Area

War Memorial (Grade II)

Milestone (Grade II)

Highsett and front retaining wall (Grade II)

Royal Albert Homes (Grade II)

The Railway Station (Grade II)

Church of St Paul (Grade II)

No.20 and 22 Hills Road (Grade II)

Nos. 12-18 (even) Hills Road (Grade II)  
Nos. 8 and 10 Hills Road (Grade II)  
Nos. 4 and 6 Hills Road (Grade II)  
Wanstead House (Grade II\*)  
Rectory of the Church of Our Lady and the English Martyrs (Grade II)  
Church of Our Lady and the English Martyrs (Grade I)  
Botanic Garden (Grade II\* Registered Park and Garden)  
Central (Core) Conservation Area  
St. Johns College (Grade I)  
Kings College Chapel (Grade I)  
St Mary the Great Church (Grade I)  
All Saints Church (Grade I)  
Jesus College (Grade I)  
University Library (Grade II)

Non-designated Assets

Nos. 55-59 (odd) Hills Road (with 1-7 Station Road) (Locally Listed)  
Nos. 9-15 Station Road and Boundary Wall with Station Road (Locally Listed)  
Nos 63-99 (odd) Eastbourne Terrace, Hills Road (Locally Listed)  
Nos. 101-123 (odd) College Terrace, Hills Road (Locally Listed)  
Flying Pig Public House (Building Important to Character)

Heritage consultation responses

12.68 As set out in Section 6 of this report, concerns have been raised by the Conservation Officer and Historic England in terms of heritage impacts. There are also third-party objections on these grounds, including from local groups, claiming that the degree of heritage harm is greater than as stated by the applicants and Historic England.

12.69 Historic England consider that by virtue of the large scale, massing and bulk, the proposed building would dominate the junction and contribute to the further erosion of its historically open and expansive character, resulting in some harm to the significance of the conservation area. They recommend that the harm that would be caused is clearly and convincingly justified, and that it is outweighed by the potential wider public benefits of the scheme, prior to the granting of planning consent.

12.70 Historic England also consider that the proposed building would have a minor impact on other designated heritage assets through changes to their setting, which include the war memorial (Grade II), Railway Station

(Grade II) and Church of Our Lady of the Assumption and the English Martyrs (Grade I).

12.71 The Council's Conservation Officer shares similar concerns, namely, that as a result of the proposed scale, its position relative to the footway, bulk and massing, the proposal would result in an over-dominance of the street and associated public space at this location and cause a level of less than substantial harm within the conservation area that does not appear justified.

12.72 In addition, the Conservation Officer considers that the proposal would have an adverse impact on some designated and non-designated heritage assets within the immediate vicinity. They consider that the proposed height close to the Centennial Hotel creates a stark relationship and a difficult transition in height or setback to the finer-grain character of Hills Road (Eastbourne Terrace) and would dominate the curved terrace on the corner with Station Road.

#### Special interest and significance of the Conservation Area

12.73 The New Town and Glisson Road Conservation Area (NTGRCA) forms part of Cambridge's wider central conservation area and contains a varied townscape, including the gault-brick Eastbourne Terrace, the modest Flying Pig PH, the prominent Botanic House and the recently relocated War Memorial. Historic England notes that the Hills Road/Station Road junction has a semi-civic character, shaped by the war memorial, the Botanic Garden entrance and the openness around the junction to Kett House. They note that the site remains a juncture where several areas of different character meet and highlight that the existing building's scale and set-back currently provide a relatively gentle transition to the adjacent two- and three-storey Victorian terraces.

12.74 Historic England observe that while the CB1 development steps down in height from east to west, nearby buildings such as Botanic House and Botanic Place introduce a much larger scale. Botanic House's curved form reduces its perceived impact, and Botanic Place's massing is softened by its setbacks, however, officers note that the overall character of the junction has evolved significantly, with building heights now ranging from 2 to 8 storeys. The transition from fine-grain residential development to larger commercial buildings is therefore already an established feature, and Station Road has taken on a more mixed historical and higher density urban character.

12.75 The Inspector for the Botanic Place (Flying Pig PH) appeal similarly identified the Hills Road corridor as an architecturally diverse approach to the historic city centre, containing buildings of varying scale, age and quality. The application site sits directly opposite that appeal site and forms part of this varied townscape context. The submitted heritage statement concludes that, owing to this mix and the broader townscape quality, the Conservation Area possesses overall “good” significance.

12.76 Historic England and the Council’s Conservation Officer agree that the existing Kett House makes a neutral contribution to the Conservation Area. However, officers consider that its limited architectural quality, weak engagement with the junction, extensive surface car parking, substation and associated street clutter collectively detract from the character of this prominent corner. While the Kett Oak sculpture is recognised as making a positive contribution, officers consider that existing application site is a negative contributor to the Conservation Area and the redevelopment of the site presents a clear opportunity to enhance the townscape and improve the overall character and appearance of this part of the Conservation Area.

#### Special interest and significance of other designated heritage assets

12.77 Historic England identifies potential impacts on the setting of nearby designated heritage assets, including the Grade II War Memorial, the Grade II Railway Station, and the Grade I Church of Our Lady of the Assumption and the English Martyrs. The War Memorial’s immediate setting centred on the Botanic Garden entrance makes a moderate contribution to its significance, while the wider urban setting contributes less so.

12.78 The Grade II Railway Station holds high aesthetic and communal value. Its immediate forecourt setting contributes positively to its significance, while the broader context reflects the evolving mixed-use character of the area. The application site is not visible from the station itself, and its only contribution to the station’s setting is as part of the general built form lining Station Road, which is considered neutral.

12.79 The Grade I Church of Our Lady of the Assumption and the English Martyrs is highly significant, with its spire forming a key element of the city skyline. Although the application site and the church can be perceived in some long-distance views along Hills Road, the site’s current low-scale means it contributes little in these views. It therefore makes a neutral contribution to the church’s wider setting.

12.80 The Grade II\* Registered Park and Garden of Cambridge Botanic Garden derives significance from its relationship with the city beyond, particularly along Hills Road. The majority of views of the application site from within the Garden will be screened once Botanic Place is completed, although it will remain visible from the entrance and in oblique views from the south. In its existing form, the site makes a neutral contribution overall, with the surface car park detracting slightly from the wider urban context.

12.81 The application site also falls within the wider setting of other designated heritage assets, but as no specific concerns have been raised by consultees, officers consider there to be no harmful effects on their character or significance.

#### Special interest and significance of non-designated heritage assets

12.82 Nos. 55–59 Hills Road and Nos. 1–7 Station Road form a prominent three-storey curved corner terrace of moderate significance, contributing strongly to the townscape at the junction. Although visually coherent in themselves, their smooth transition is disrupted by the current Kett House site, whose form and orientation create an awkward relationship. The site is therefore considered to make an adverse contribution to the setting of this terrace.

12.83 Station Road villas (Nos. 9-15 Station Road) hold moderate significance primarily through their collective character and strong group value. Their setting is defined by their shared driveway, mature lime trees and consistent residential grain, which together make a moderate positive contribution to their significance. The existing Kett House design makes it disconnected from its built environment and is at odds with the streetscape. The site is therefore considered to make an adverse contribution to the villas' wider setting.

12.84 Eastbourne Terrace (Nos. 63–99 Hills Road), including extensions forming part of the Centennial Hotel, is of moderate to low significance. Its setting derives from its curtilage, its relationship with the wider terrace, and longer oblique views along Hills Road alongside larger office buildings on Station Road. The existing Kett House site currently creates a disjointed and abrupt transition in this view, resulting in a minor adverse contribution to the terrace's setting.

12.85 The Flying Pig Public House, although of low significance due to extensive alteration, remains an important streetscape feature. Its setting

is currently weakened by the isolated condition of the site and the poor-quality surface car park. The redevelopment of Botanic Place will substantially improve its context, but at present the application site contributes adversely to its setting.

#### Proposals and effects on the Conservation Area

12.86 Given its strategic position between CB1, Botanic House and Botanic Place, the site naturally lends itself to a prominent 'marker' building that frames the approach to the station. The proposal's assertive scale and contemporary design inevitably create tension within the Conservation Area, where larger commercial buildings meet finer-grain residential terraces.

12.87 Historic England and the Conservation Officer agree the scheme results in less than substantial harm due to its scale, massing and bulk and its effect on the historically open character of the junction. Third parties and local groups comments in this regard are also acknowledged.

12.88 These heritage consultees' consideration of the existing site's contribution in heritage terms is also noted. Officers consider that the building lacks the quality of surrounding modern developments whilst by virtue of the surface level car parking, substation and weak landscaping, the current scheme detracts from this key corner and therefore the existing building and its site are negative contributors to the character and appearance of the Conservation Area. On this basis, the sensitive redevelopment of the site offers a clear opportunity for significant townscape enhancement.

12.89 Some viewpoints (particularly 4, 11 and 14) show a strong visual impact; however, when read in the context of surrounding tall buildings, retained junction spacing, and the vertical emphasis established by Botanic House, officers consider these effects acceptable. At longer distances, such as Mawson Road, the proposal visually completes and compliments the emerging commercial cluster, and its visibility does not translate into harm.

12.90 With reference to the TVIA, officers note that in some viewpoints, including those from the Botanic House entrance (viewpoint 4), the north of Botanic House (viewpoint 11), and the curved terrace to the north of the junction (viewpoint 14), the proposal would result in a noticeable increase in built form. However, when considered within the broader context of surrounding tall buildings, largely retained setbacks at the junction, and the established vertical emphasis created by Botanic House, officers

consider the impact upon the character and appearance of the Conservation Area to be acceptable.

12.91 Whilst concerns have also been raised by the Conservation Officer regarding longer-distance views, from Mawson Road (viewpoint 9), the TVIA shows the building completing the maturing Station Road cluster and officers consider that the visibility from this location does not equate to harm given the distance and compatible surrounding scale. On this basis and from this view, there would be no harmful impact upon the character and appearance of the Conservation Area.

12.92 As heritage consultees and third parties/local groups note, from the south along Hills Road (viewpoints 13, 8 and 12), the building projects modestly further towards the junction and together with its scale and massing appears more dominant when viewed in the context of the curved terrace (Nos. 55–59 Hills Road and Nos. 1–7 Station Road) and adjacent Eastbourne Terrace. This does introduce a degree of less than substantial harm, as a transition from two-storey residential terraces to larger commercial forms is already present. The design mitigates this relationship through façade angling, increased separation from the terrace and a considered stepping of massing.

12.93 From viewpoint 6, the proposed colonnade is a prominent feature on Station Road. Although it increases the building's presence at street level, it establishes a clear and coherent edge that supports the emerging civic character of the junction. The double-height, open colonnade creates a generous and permeable pedestrian route, contributing to a sense of openness rather than enclosure. Unlike the semi-private recessed colonnade at No. 50–60 Station Road (visible in viewpoint 5), the proposed colonnade is fully public and operates as an extension of the public realm, allowing comfortable pedestrian movement and maintaining views towards the War Memorial and new landscaping at the junction apex. When read alongside No. 50–60 Station Road at the eastern end, the proposal provides a balanced "bookend" to the corridor. Officers therefore consider the visual impact in this viewpoint to be justified and to result in no harm to the Conservation Area.

12.94 Other viewpoints (1, 2, 3 and 10) demonstrate that the proposal integrates comfortably with the varied commercial townscape of Hills Road. Key features such as St Paul's Church tower, the War Memorial and wider views toward the Historic Core remain clear and legible. The upper storeys sit below the highest elements of the CB1 cluster and do not break the skyline. Officers therefore identify no harm from these

perspectives, nor to the wider historic setting when viewed from strategic locations such as Castle Mound.

12.95 In summary, officers consider that by virtue of its massing and scale, the proposal would reduce the sense of openness at the Hills Road/Station Road junction when viewed from the south-west, leading to a degree of less than substantial harm. However, when viewed from the north, the improved architectural quality, enhanced frontage and public realm contribute positively to the Conservation Area's character.

12.96 The proposed redevelopment also delivers heritage benefits including the replacement of a mediocre building with high quality architecture, removal of surface-level parking and street clutter, and substantial public realm improvements. Taking these considerations together, officers conclude that the proposals would result in less than substantial harm to the New Town and Glisson Road Conservation Area at the lower end of the scale.

12.97 In conclusion, although the proposed scheme's design, scale and massing demonstrate that appropriate regard has been given to preserving or enhancing the Conservation Area in line with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, officers consider that the development would still result in a degree of harm to the significance and visual appreciation of the New Town and Glisson Road Conservation Area. This is assessed as at the lower end of less than substantial harm. Under Paragraph 215 of the NPPF 2024, this harm must be weighed against the public benefits of the proposal.

#### Proposals and effects on other designated heritage assets

12.98 Historic England and the Conservation Officer consider that the proposal would cause minor impacts to the settings of the War Memorial and the Railway Station, and Historic England consider that the proposal would result in a minor adverse impact on the Church of Our Lady of the Assumption and the English Martyrs.

12.99 With regard to the impact upon the War Memorial (Grade II), officers acknowledge concerns raised. Although the building steps forward on Station Road, spacing at the junction is largely maintained, and the vertical emphasis of the façade, combined with the open and double height colonnade, preserves longer-distance views. Any resulting impact is judged to amount to only limited less than substantial harm.

12.100 Views (viewpoint 13) of the Church of Our Lady of the Assumption and the English Martyrs (Grade I) would remain available along Hills Road. Whilst there would be an increase in scale, given the intervening distance and the fact that the church continues to dominate the skyline, any effect on its setting would also constitute limited less than substantial harm.

12.101 Regarding the effects on Cambridge Botanic Garden (Grade II\*), although the building will be visible from the Garden entrance, its orientation towards the junction and the enhanced public realm ensure that the experience of the Garden's setting is not harmfully affected. From other viewpoints, the massing is recessive when read against the Botanic Place redevelopment. Officers therefore consider that no harm arises to this heritage asset and the requirement of section 102 of the LURA 2023.

12.102 Concerning the impact upon the Railway Station, the proposed forward projection is mitigated by the generous colonnade, which preserves views through to the junction and towards the War Memorial. When read alongside the scale of No. 50–60 Station Road, the proposal forms a balanced bookend to the corridor and does not harm the station's setting or significance.

12.103 No concerns from consultees or third parties have been raised regarding other designated heritage assets, and officers agree that the proposals would preserve the settings of nearby Grade II and Grade II\* buildings, with no identified harm.

12.104 Overall, while the scheme demonstrates appropriate regard for Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Section 102 of the LURA 2023, officers conclude that limited less than substantial harm at the lowest end of the scale would arise to the settings of the War Memorial and the Church of Our Lady of the Assumption and the English Martyrs.

12.105 In accordance with Paragraph 215 of the NPPF 2024, this harm must be weighed against the public benefits of the development.

#### Proposals and effects on non-designated heritage assets

12.106 For Nos. 63–99 Hills Road (Eastbourne Terrace and College Terrace), officers acknowledge the Conservation Officer's view and other similar concerns raised by third parties and local groups that the proposal creates a stark contrast in scale. However, the existing relationship between these terraces and the current Kett House is already poor, with limited

coherence in townscape terms. The proposed building's stepped-back lower storey, angled façade and increased separation introduce additional breathing space. Together with improved soft landscaping and a stronger public-realm treatment along the northern edge of the terrace, these measures would improve how these locally listed assets are experienced despite the overall increase in height.

12.107 While some degree of harm inevitably arises from the juxtaposition of modest Victorian terraces and a larger commercial building, this contrast is characteristic of this part of the Conservation Area, where small-scale heritage assets sit alongside larger contemporary forms. Given the low-to-moderate significance of the terraces, and taking account of the design measures incorporated, officers consider that the limited harm identified is acceptable within the context of achieving meaningful redevelopment on this key site.

12.108 Regarding the curved terrace of Nos. 55–59 Hills Road and 1–7 Station Road, officers acknowledge concerns about the potential dominance of the new building. The proposed development would reduce the visible length of these Buildings of Local Interest when viewed from the south (viewpoint 13), however, impacts are mitigated to some extent by the proposal's high-quality architectural approach, removal of surface car parking and introduction of an improved public realm to create a more coherent setting than currently exists. On this basis, officers consider that there would be limited harm to the setting of these locally listed buildings and taking into account the design measures incorporated, officers consider that the limited harm identified is acceptable within the maturing townscape context where small-scale heritage assets sit alongside larger modern buildings.

12.109 Regarding the Flying Pig Public House, officers acknowledge comments about potential effects on its garden space. Nevertheless, the building is already enclosed on three sides by the Botanic Place redevelopment, and the proposed scheme provides additional landscaping and a higher-quality architectural backdrop. In this context, the proposal does not introduce further harm and continues the existing pattern of modest buildings set within a high-density commercial environment.

12.110 No concerns have been raised by consultees regarding the setting of Station Road Villas (Nos. 9–29), and officers agree that their significance and contribution would be preserved, largely because of their increased set-back from the road behind a well landscaped frontage.

12.111 In conclusion, while some limited harm arises to the settings of Eastbourne Terrace and the curved terrace (Nos. 55–59 Hills Road and 1–7 Station Road), when balanced against the significance of the assets, the quality of the design, and the public-realm and townscape enhancements proposed, in accordance with Paragraph 216 of the NPPF 2024, in taking a balanced judgement, officers consider the level of harm to be acceptable in this case.

#### *Overall Conclusion*

12.112 In conclusion, the proposed development would result in some harm to designated and non-designated heritage assets, and this is summarised in the table below:

Heritage Asset	Harm (level)
New Town and Glisson Road Conservation Area	Lower end of less than substantial harm
War Memorial (Grade II)	Limited less than substantial harm
Church of Our Lady of the Assumption and the English Martyrs (Grade I)	Limited less than substantial harm
Eastbourne Terrace (Building of Local Interest)	Limited harm
Curved Terrace (Nos. 55–59 Hills Road and 1–7 Station Road) (Building of Local Interest)	Limited harm

Table 5: Summary of heritage harm

12.113 In summary, the proposed development would result in less than substantial harm at the lower end of the scale to the character and appearance of the New Town and Glisson Road Conservation Area, as well as limited less than substantial harm to the settings of the War Memorial (Grade II) and the Church of Our Lady of the Assumption and the English Martyrs (Grade I). Officers have had full regard to the statutory duties in sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, and considerable weight has been given to

the conservation of these heritage assets in line with Paragraph 212 of the NPPF 2024.

- 12.114 While Historic England and the Conservation Officer question the need for a development of this scale, the wider context has changed significantly due to the emergence of tall, high-density commercial buildings along Station Road and Hills Road. The proposal reflects this evolving townscape and accords with Policy 14 of the Local Plan 2018, which supports higher density near key transport interchanges and expects development to create active, high-quality places. In line with Paragraph 125 of the NPPF 2024, substantial weight is afforded to the effective reuse of brownfield land in such a sustainable location.
- 12.115 The proposed scheme has undergone an iterative design process which has reduced its scale and refined its massing and appearance, ensuring contextual architectural quality and improved integration with both designated and non-designated heritage assets. The public-realm strategy, enhanced landscaping, and high-quality material palette further mitigate its visual impact.
- 12.116 The proposals would deliver a wide range of public benefits, including the following:
- 12.117 Economic benefits would arise from the delivery of high-quality employment floorspace in a strategically important central location, supporting Cambridge's knowledge-based economy, potentially accommodating up to 953 employees. This will provide significant economic productivity gains and boost local services and facilities.
- 12.118 Social benefits would arise through the delivery of an Employment and Skills Strategy, including apprenticeships, training and job-creation during construction and occupation.
- 12.119 There would be significant improvements to the public realm, greening and seating areas, contributing to social interaction and pedestrian experience.
- 12.120 Environmental and sustainability benefits would arise through the use of a hybrid structural system, renewable technologies, EV charging, rainwater storage, greywater recycling, and reduced surface-water runoff which would all contribute to climate-resilience and sustainable development.

12.121 Townscape and placemaking benefits would arise from the replacement of an outdated building with a high-quality scheme, activation of the ground floor through retail/community uses and the creation of a distinctive civic presence at a key junction.

12.122 The cultural heritage of the Kett Oak sculpture would be retained, reinforcing local identity and a sense of place, however given that this sculpture is already present, officers consider this to be neutral in the heritage balance.

12.123 Sustainable travel enhancements would arise through the reduction in car parking, improved circulation space and walking and cycling connectivity, supporting modal shift and aligning with the GCP infrastructure objectives.

12.124 Taken together, officers consider that these economic, social and environmental benefits to be substantial. In accordance with Paragraph 215 of the NPPF 2024, these benefits provide clear and convincing justification that outweighs the identified less than substantial harm to the Conservation Area and the settings of designated heritage assets.

12.125 A small degree of harm also arises to certain non-designated heritage assets, notably Eastbourne Terrace, due to contrasts in scale and the curved terrace (Nos. 55–59 Hills Road and 1–7 Station Road), due to the reductions in visible length when viewed from the south. However, in line with Paragraph 216 of the NPPF 2024, this harm is limited, affects assets of low to moderate significance, and is outweighed by the heritage, townscape and public-realm enhancements delivered by the scheme.

12.126 Officers recognise that redevelopment of a brownfield site of this importance at the interface of major transport infrastructure and an expanding commercial district inevitably involves a degree of urban change and tension with heritage assets. In this case, officers consider that the public benefits demonstrably outweigh the heritage harm. In conclusion, and having had full regard to statutory duties and national and local policy, officers consider that the proposal is acceptable and in accordance with policies 55, 56, 57, 60, 61 and 62 of the Local Plan 2018, the NPPF 2024 and LBCA 1990 and LURA 2023 Acts' statutory provisions contained with sections 66, 72 and 102 respectively.

## **13. Trees**

- 13.1 The application is accompanied by an Arboricultural Impact Assessment and Tree Survey. The proposal would result in the loss of 9 existing trees (5 Category C trees and 4 Category B trees). The proposal would plant 25 new trees as part of the soft landscaping strategy including 17 trees at street level.
- 13.2 Whilst local member concerns regarding the loss of trees are noted, following a formal consultation with the Council's Trees Officer, given that the existing trees are not remarkable examples of their species, and the mitigation through replacement planting, there is no objection to proposed development in arboricultural terms, in accordance with policies 59 and 71 of the Local Plan 2018.

## **14. Carbon reduction and sustainable design**

- 14.1 The application is supported by a Sustainability Statement, Energy Assessment and Design and Access Statement.
- 14.2 Although refurbishment of the existing building was explored at pre-application stage, it was ruled out due to structural limitations, insufficient floor-to-ceiling heights and the significant interventions required to meet modern office standards. In consultation with the Sustainability Officer, demolition is considered appropriate. A pre-demolition audit confirms that 99.8% of the existing building fabric can be reused on site or reused off-site where existing materials do not align with the proposal's low-carbon design approach.
- 14.3 The proposed new building employs a hybrid timber structure and low-carbon stone façade designed for longevity and future disassembly, reducing upfront embodied carbon to c.689 kgCO<sub>2</sub>e/m<sup>2</sup> (LETI Bands C–D). Circular-economy principles are embedded through mechanical fixings to support future reuse and the scheme targets BREEAM Excellent, WELL Gold enabled, NABERS 4.5\* and WiredScore Platinum.
- 14.4 Dynamic thermal modelling has informed the façade strategy, with calibrated glazing ratios, deep reveals and vertical articulation providing solar control and good internal daylighting. An all-electric energy strategy is proposed, with air-source heat pumps for heating and cooling and roof-mounted photovoltaic panels. These measures achieve a 12% reduction in carbon emissions above Building Regulations.

14.5 The proposals respond positively to Policy 28 through their approach to embodied carbon, energy efficiency and sustainable construction. Water-efficiency measures include targeting 5 Wat01 credits (55% reduction), greywater recycling for WC flushing, water sub-metering and leak detection, meeting all relevant BREEAM water credits.

14.6 The Sustainability Officer raises no objection, subject to conditions securing carbon-reduction technologies and water-efficiency systems. Officers therefore conclude that the scheme complies with Policies 28 and 29 of the Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **15. Biodiversity**

15.1 The existing site comprises buildings and sealed surfaces, trees and shrubs. The site is within 50 metres of Cambridge University Botanic Garden, a County Wildlife Site.

15.2 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) Assessment.

15.3 The Council's aspirational Biodiversity Net Gain (BNG) target is 20%. The applicant proposes an on-site ecological uplift of 30% in this instance. A scheme of ecological enhancement will also be attached as a condition on any planning consent granted.

15.4 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal. The PEA has found no evidence to suggest that a protected species licence will be required prior to works commencing on site, however, non-licensable avoidance measures will be used to remove any residual harm.

15.5 Whilst the Ecology Officer recommends several conditions pertaining to ecology, given its location and nature of the site, it is not considered by officers that these conditions as worded are necessary.

15.6 On this basis, subject to the above and on-site biodiversity net gain, officers are satisfied that the proposed development complies with Policy 70 of the Local Plan 2018, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

## **16. Water management and flood risk**

16.1 *Surface water flood risk*

16.2 The site is in Flood Zone 1 and is therefore considered at low risk of fluvial flooding. A very small part of the site is also located within 1 in 30 year surface water extent and whilst this is categorised as being high risk of pluvial flooding, following a formal consultation with the Lead Local Flood Authority (LLFA), the proposed development in terms of surface water drainage, would provide a substantial betterment when compared to the current brownfield discharge rates.

16.3 Surface water would be drained using a system of blue roofing, rain gardens and tanked permeable paving before discharging via flow control at 11.7 l/s and 16.7 l/s at the two existing surface water discharge points into the existing surface water sewer.

16.4 The applicant has also provided a detailed maintenance strategy outlining maintenance practices, frequency and adoption details of all surface water drainage features and the water quality has been adequately assessed.

16.5 On this basis, subject to a detailed surface water drainage scheme and measures to avoid additional surface water run-off from the site during construction, the proposal is in accordance with policies 31 and 32 of the Local Plan 2018 and the NPPF 2024.

16.6 *Foul water flood risk*

16.7 Under Section 106 of the Water Industry Act 1991, all Water and Sewerage Companies have a legal obligation to provide developers with the right to connect to a public sewer. The duty imposed by section 94 of the 1991 Act requires these companies to deal with any discharge that is made into their sewers.

16.8 Paragraph 201 of the NPPF states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

16.9 The application site is located within the Cambridge Water Recycling Centre (WRC) catchment area. Anglian Water comments state that Cambridge WRC currently lacks the capacity to treat the additional flows generated by the proposed development. Anglian Water's consultation

correspondence goes on to state that following the recent announcement from the Ministry of Housing, Communities and Local Government (MHCLG) that the Housing Infrastructure Fund (HIF) will no longer be available to support the delivery of a new Water Recycling Centre for Greater Cambridge, holding objections will be submitted to all future planning applications. Anglian Water has advised that this position will continue until alternative plans to increase capacity at the existing Cambridge WRC to deal with wastewater from growth are confirmed. A comprehensive feasibility review of all available options is currently being undertaken by Anglian Water to determine how future growth can be supported at the existing facility. The assessment is not expected to conclude until June 2026.

- 16.10 Until such time as the feasibility review is concluded, Anglian Water raise a 'holding objection' to the proposed development. This is on the grounds that any connection into the foul network will contribute to pollution and deterioration of the watercourse via the WRC as it is unable to accommodate additional flows.
- 16.11 Wastewater infrastructure capacity has become a strategic issue for many local planning authorities across the south-east of England over the last year. At a local level, the MHCLG decision in August 2025 not to support the delivery of the Cambridge WRC has resulted in objections being raised by Anglian Water to planning applications within the Cambridge WRC catchment.
- 16.12 Whilst Anglian Water's consultation response is described as a 'holding objection' with regard to wastewater treatment, officers note that Anglian Water does not have the statutory power to issue a 'holding direction' or directly prevent the local planning authority from determining the planning application. Officers consider that the availability of treatment capacity at Cambridge WRC, and any environmental or amenity harm caused by increased discharges from storm overflows associated with the application proposals is a material planning consideration in the assessment of this planning application. The weight to be attached to this matter is for the decision maker.
- 16.13 Officers do not consider it reasonable to withhold the consideration of this planning application until the conclusion of Anglian Water's feasibility review to determine how future growth can be supported at the Cambridge WRC. Developers retain a right to appeal against non-determination if there is an unnecessarily delay in determination.
- 16.14 Capacity of Cambridge WRC

16.15 Under the application proposals, foul water would be treated at Anglian Water's Cambridge WRC. Anglian Water have advised that this treatment works currently lacks the capacity to treat the additional flows generated by the proposed development.

16.16 In response to officers' request, Anglian Water has advised that using the latest 2024 Q90 dry weather flow (DWF) headroom figures, as verified by the Environment Agency, the WRC consent permit is for 37,330 m<sup>3</sup> per day (37,330,000 litres per day), however as of 2024 Q90 data, the WRC was operating at 39,354 m<sup>3</sup> per day (39,354,000 litres per day).

16.17 Whilst no specific environmental harm has been identified by Anglian water from the additional flows from this particular proposal to substantiate their objection, officers have undertaken a desktop exercise and reviewed datasets published by the Environment Agency which relate to the monitoring of storm overflows at Cambridge WRC.

Year	Number of spills	Duration (hours)
2021	0	0
2022	0	0
2023	74	1476
2024	23	295

Table 6: Cambridge WRC Storm Overflow, Spill frequency event duration monitoring data (Source: Environment Agency Storm Overflow – Spill Frequency Portal)

16.18 The data indicates that storm overflows at Cambridge WRC are being used in circumstances other than the exceptional storm conditions for which they were designed. This validates Anglian Water's position that there is currently inadequate capacity to deal with existing waste flows in normal non-storm circumstances, and that – for a limited number of spills and for a specified duration - untreated sewerage is being discharged into the receiving water course (The River Cam). However, this issue is no fault of any developer, nor is the solution – a strategic investment decision for Anglian Water - within any developer's direct control. To a very real extent, this is a pre-existing and significant issue with or without permission coming forward on the site.

16.19 The desktop exercise indicates that as Cambridge WRC is currently operating above its operational capacity, additional flows could worsen the situation. On this basis, officers take the view that the net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses, albeit any attribution of harm from a single development site, including a proposal that does not amount to EIA development as in this case, is difficult to ascertain.

16.20 Calculations of the existing and proposed daily used water discharge rates associated with the application site have been extracted from the updated Drainage Report (December 2025) which accompanies the planning application.

Development	Area of building GIA (m <sup>2</sup> )	Daily Discharge rates (litres/day)
Existing	3,963	11,008
Proposed	15,007	19,426

Table 7: Existing and proposed domestic foul water flow rates.

16.21 Foul water flows are proposed to be discharged via gravity into Anglian Water's foul water sewer within Station Road via the existing outfall. A new outfall may be required to coordinate with other utilities and services. The foul water connection will be secured via condition on any planning consent granted.

16.22 Assessment of harm

16.23 The proposed development will result in a net increase in wastewater rates of over 8,418 litres/day equating to 0.02% of the daily existing dry weather water processing at Cambridge WRC (approximately 39 million litres per day).

16.24 Anglian Water has not provided any specific evidence to demonstrate the harm to the environment that the additional foul flows arising from this development would cause to the receiving watercourse. As a proportion of the existing overall processing at CWRC, which is accepted as above the current permit licence, officers consider that the net increase of foul flow rates from the application site would be negligible and that it would not be possible to attribute any meaningful or significant harm arising from this

scheme to the water environment beyond that already occurring. Notwithstanding that there would be a cumulative effect with other development, the scheme before members is not EIA development and there is no requirement for such an assessment to be undertaken by the applicants.

16.25 The risk of harm is capable of being mitigated significantly by investment in and implementation of a suitable scheme to upgrade the capacity of the catchment wastewater treatment works, Cambridge WRC. Anglian Water have committed to make that investment in their October 2025 statement.

16.26 As such, in light of the statutory obligations imposed on Anglian Water, the lack of evidence concerning attributable harm arising from this development and its nominal contribution to the daily dry weather WRC processing, mean that a planning condition to restrict occupation until net capacity is improved is not necessary. The proportionate impact of 0.02% renders any harm negligible. A Grampian condition should only be imposed if the impacts were such they would result in a recommendation of refusal. In this case, it is not necessary to impose a condition to grant planning permission. Whilst the proposal before members would result in degree of conflict with the development plan and the NPPF, such conflict is minuscule and should not bear any significant material weight in favour of a condition being considered necessary to limit occupation until Cambridge WRC capacity is improved.

16.27 Planned improvements to Cambridge WRC

16.28 Notwithstanding Anglian Water's position as advised in consultation correspondence (that there are currently no funded plans to increase capacity at Cambridge WRC to deal with wastewater from growth), officers are of the view that there is a reasonable prospect that alternative plans will be forthcoming within the life of a planning permission.

16.29 In reaching this position, officers have had particular regard to the government's agenda for growth in Cambridge and its environs, as reaffirmed in the Written Ministerial Statement on Delivering ambitious and high-quality sustainable growth in Greater Cambridge, made by Matthew Pennycook, Minister of State for Housing and Planning, on 23 October 2025. This statement demonstrates the government's firm commitment to realising the full potential of Greater Cambridge in the months and years ahead and confirms that the government has instructed Anglian Water to accelerate planning for wastewater infrastructure upgrades required to accommodate development and growth, and that this will be reported to government by early 2026.

16.30 Conclusion

16.31 Foul water is a material planning consideration in the assessment of the application proposals.

16.32 The development would increase foul water flows to a receiving WRC which is already operating over capacity. The net increase has the potential to cause cumulative environmental harm to receiving watercourses, but any increase in this case would be negligible and incapable of meaningful attribution in terms of harm.

16.33 The application is acceptable with reference to its likely impacts notwithstanding policy 32 of the Local Plan 2018, in light of NPPF advice and Government signalling.

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

17.1 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.

17.2 Paragraph 116 of the NPPF 2024 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.

17.3 The existing site has vehicular access from both Hills Road and Station Road, which serves the surface level car parking. The application is supported by a Transport Assessment, Delivery and Servicing Plan and Operational Waste Management Strategy.

17.4 The proposed development would stop-up the existing vehicular access onto Hills Road and a vehicular access onto Station Road created, replacing the existing substation.

17.5 In consultation with the Local Highway Authority, the visibility splays for the access onto Station Road are acceptable and will be subject to condition to be attached to any planning consent granted to ensure the safe operation and the permanent and effective closure of the Hills Road access, with the kerb raised to full height and the footway reinstated in accordance with highway specification, and the realignment of the Station Road access to be subject to planning condition.

17.6 With regards to servicing and deliveries, this would be undertaken from on-street along Station Road. Following consultation with the Local Highway Authority, this strategy is acceptable subject to slight amendments, and this will be required via conditions on any planning consent granted. Should formal loading arrangements be agreed, this could be secured via a traffic regulation order under separate legislation and process.

17.7 The Local Highway Authority has raised concerns with regards the palette of materials along the footways (outside of the developers' control), highlighting concerns with the durability of bespoke materials and the limited suite of materials when repairs/replacements are required, and the risk to highway users. In addition, it is advised that the design of tree pits/planters take into account the highway to ensure that this is not impacted structurally.

17.8 Whilst this is the case, the public realm improvement encompassing the footways in the same materials is fundamental to the success of the scheme and on this basis, officers support the landscaping strategy as proposed and this will be subject to a S278 agreement should planning consent be granted. Having discussed the available materials palette with the Local Highway Authority, officers are satisfied that a uniform and high-quality surface material can be achieved with appropriate maintenance sums secured under a S278 across the site and adopted pavements, including for example with the use of York stone paving.

17.9 Regarding the planter/tree pit impacts, officers consider it reasonable and necessary to incorporate this into a landscaping condition attached to any planning consent granted.

17.10 In terms of the highway safety impacts during construction, subject to a condition to restrict construction delivery & muck-away timings for vehicles in excess of 3.5 tonnes between the hours of 9:30 and 15:30 Monday to Saturday, and a pre-commencement construction traffic management plan to be agreed and conditioned on any planning consent granted, highway safety impacts would be appropriately mitigated.

17.11 The proposed development is expected to result in a trip generation for walking of 111 and cycling of 246 in the AM peak, and 100 walking and 222 cycling in the PM peak. This demonstrates the high proportion of walking and cycling trip to and from the building would benefit from the Greater Cambridge Partnership (GCP) Hills Road proposals, in particular the proposed improvements to the Hills Road/Station Road junction.

17.12 Subject to conditions and S106 mitigation including financial contributions towards the GCP Hills Road improvements, the proposal accords with the objectives of policies 80 and 81 of the Local Plan 2018 and is compliant with NPPF advice.

## **18. Car and cycle provision**

18.1 The planning application is accompanied by a Transport Assessment and Travel Plan.

### *Cycle parking*

18.2 The application site is in close proximity to Cambridge Railway Station and there are regular bus services accessible within the vicinity. The proposal would stop-up the Hills Road vehicular access and provide a substantial area of internal, secure, ground floor cycle parking.

18.3 This ground floor internal cycle parking would be accessible for employees from both Hills Road and Station Road. This approach provides exceptional accessibility when the majority of cycle parking provision within the CB1 redevelopment is at basement level.

18.4 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for office development should be 2 spaces for every 5 members of staff or 1 per 30sqm gross floor area (whichever is greater). To support and encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

18.5 The proposed development would have an internal floor area of 9489sqm NIA and is forecast to generate approximately 953 employees, of which 667 would be expected to be in the building on a typical day. Whilst it is recognised that the cycle parking provision would fall below the 1 space per 30sqm of gross floor area as required by Appendix L of the Local Plan 2018, the applicant has engaged with the Cambridgeshire County Council Transport Assessment Team and a modal share amongst staff in the building on a typical day of around 45% (298) is considered to be appropriate. Based on census travel pattern data including anticipated cycle trips, the transport statement targets that the Travel Plan should aim for 42.9% (286) of daily employees to travel by bicycle.

18.6 The proposed development proposes 298 spaces which includes 272 internal cycle spaces in addition to 30 folding-bike lockers and 26 external visitor cycle spaces which would be located conveniently near entrance points. Of the internal cycle parking spaces, 148 would be Sheffield Stands and 24 spaces for non-standard cycles. There would be 100 internal spaces in the form of double stackers.

18.7 The internal arrangement has the possibility of increasing the quantum of double stackers whilst still maintaining at least 20% Sheffield Stands. The potential increase in internal cycle provision would be subject to travel plan monitoring and cycle parking management plan which would be secured via condition on any planning consent granted.

18.8 Within the building, end-of-trip facilities including showers, changing rooms, personal lockers and a cycle repair shop would promote the use of active travel modes and discourage private car use.

18.9 On this basis, the proposed cycle parking is considered to be acceptable.

#### *Car parking*

18.10 Policy 82 of the Local Plan 2018 requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls.

18.11 The proposed development would reduce the number of on-site car parking spaces from 46 surface level bays to 12 spaces within the basement (of which two are accessible for blue badge holders) and therefore would retain a very limited provision. The Transport Assessment Team are satisfied with the quantum and the reduction in car modal share.

18.12 On this basis, the proposed car parking arrangement is compliant with policies 81 and 82 of the Local Plan 2018.

#### *EV charging*

18.13 The proposed development would provide 6 charging points from first occupation of the development. The remaining space will have passive

provision should this be required. There is no objection raised by the Council's Environmental Health Officer in this regard. On this basis, the proposal is compliant with policies 36 and 82 of the Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020 subject to a condition to be attached on any planning consent granted.

## 19. Neighbourhood Amenity

19.1 Policies 55, 56, and 57 of the CLP require the design of developments to respond positively to their context. Policy 60 of the CLP outlines criteria for assessing tall buildings. Criterion (d) requires applicants to demonstrate that their proposals will not adversely impact neighbouring buildings and open spaces in terms of overlooking and overshadowing, in addition to ensuring there is adequate sunlight and daylight within and around the proposals. The objective of achieving a high standard of amenity is also contained in paragraph 135 of the NPPF 2024.

19.2 This section considers daylight, sunlight and overshadowing, as well as loss of privacy and visual enclosure.

19.3 *Daylight, sunlight and overshadowing*

19.4 The application is supported by the Daylight & Sunlight Effects Report (DPR, September 2025)

19.5 In accordance with BRE guidance (BRE209: Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (June 2022) (the BRE Guide), this document applies the following technical methods to assess daylight, sunlight, and overshadowing:

- Vertical sky component (VSC): Normally abbreviated as VSC, this is a measure of how much daylight the centre of a window (as measured on the face of the window wall) receives from an overcast sky. A higher VSC indicates that more daylight illuminance is available to enter the room through that window. The maximum theoretical value for VSC is almost 40% for a vertical window. Where a room is served by multiple windows, an 'area-weighted' Vertical Sky Component may be derived for the room based on the size of each window, subject to the methodology within the BRE Guide.
- Daylight distribution (NSL): Typically referred to in terms of the 'no sky line' (NSL), it shows the areas within a room that can receive skylight. Areas behind the NSL cannot see / receive direct skylight,

whereas areas in front of the NSL can see / receive direct skylight at the working plane, which for a residential use is at 85cm above the floor level. Accurate calculation of the NSL requires an understanding of the room layouts.

- Annual probable sunlight hours (APSH): This measure determines how much sunlight is available to the centre of the window (as measured on the face of the window wall) as a percentage of the probable sunlight hours available during a year. The test calculates the percentage of probable hours of sunlight received by a window or room over the course of a year. Winter hours' are also considered between the 21st September and the 21st March.
- 2-hour sun on the ground: This identifies the areas of amenity space that can receive at least two hours of sunlight on the ground on the 21st March.

19.6 This BRE guidance is quite clear from the outset that it is not an instrument of policy, it is an aid, primarily for designers. Whilst the technical recommendations in the BRE Guidelines should be interpreted with consideration and applied flexibly, it provides the following advisory targets:

- VSC: If the VSC is greater than 27% then enough skylight should be reaching the window. If the VSC is both less than 27% and less than 0.8 times its former value (a reduction of 20%), occupants will notice the reduction in daylight, as the room will appear gloomier with electric lighting needed more often.
- NSL: If the NSL is less than 0.8 times its former value, occupants will notice the reduction in direct skylight and more of the room will appear poorly lit.
- APSH: If a room receives 25% of the total annual probable sunlight hours, including at least 5% during the winter months, then it should still receive enough sunlight. If the available sunlight hours are both below these benchmark figures and less than 0.8 times their former value, with the overall annual loss being greater than 4%, then occupants will notice the loss of sunlight.
- Sunlight to gardens / amenity areas (overshadowing): At least half of a garden or amenity area should receive at least two hours of sunlight on the 21st of March and if falling below this, with the reduction being less than 0.8 times the former value, then the reduction will be noticeable.

19.7 There are, however, some additional considerations when interpreting any numerical reductions in daylight, sunlight, or increases in overshadowing.

For instance, given the relatively low-rise nature of the existing building on the site, some of the surrounding neighbouring properties may benefit from higher levels of daylight and sunlight than ordinarily anticipated for an urban location, meaning that some degree of harm to neighbouring amenity, due to daylight and sunlight reductions, may be inevitable. Accordingly, the BRE guidance incorporates some flexibility for alternative target values to be adopted where they can be justified based on the special requirements of the development or its location. However, this flexibility in the guidance does not imply that a material deterioration can be disregarded if the guidelines indicate it will occur.

- 19.8 The technical assessment of daylight reductions is the first stage in a two-stage approach to the acceptability of the effects as confirmed in Rainbird, R (on the application of) v The Council of the London Borough of Tower Hamlets [2018] EWHC 657 (Admin). Where the daylight, sunlight and shading effects of the proposal meet the numerical criteria set out in the BRE guidelines they are considered to be acceptable. Where they are not met, the second stage is to consider whether the identified impacts would be "unacceptable". This second stage of the test requires the consideration of wider factors including site context, relevant comparative typologies, special circumstances, consideration of alternative targets, and any other applicable source documents.
- 19.9 Given the nature of the pre-existing site, it is to be anticipated that meaningful redevelopment may lead to the potential for some reductions in daylight and sunlight which may not meet the BRE target criteria. The questions to be addressed under this two-stage approach are a) whether or not the proposals would result in a "material deterioration" of daylight and sunlight conditions and b) whether or not any such deterioration would be "unacceptable".
- 19.10 The principal recommendations in the BRE guidance relate to residential buildings, where daylight is required, including living rooms, kitchens and bedrooms. With regards to sunlight, these apply to all main living rooms of neighbouring dwellings and conservatories that have a window facing within 90 degrees of due south.
- 19.11 On this basis, the assessment has included nearby residential accommodation. It also includes hotel accommodation which is transient in nature and should be considered with lesser weight.
- 19.12 The BRE daylight and sunlight tests in the existing baseline and proposed development scenarios to assess the change.

19.13 Where exceedances of BRE targets occur, in alignment with EIA practice which is common practice in the industry to categorise the numerical losses as follows:

- Minor Adverse: Reductions in VSC or NSL of more than 20% to 30%.
- Moderate Adverse: Reductions in VSC or NSL of more than 30% to 40%.
- Major Adverse: Reductions in VSC or NSL of greater than 40%.

19.14 With regards to VSC and NSL impacts to neighbouring windows, the daylight impacts on the following properties would be fully inside the BRE guidance:

- No.6 Claremont
- No.5 Claremont
- No.4 Claremont
- No.59 Hills Road
- Nos.1-3 Station Road
- No.5 Station Road
- No.7 Station Road
- Nos.60-71 Warren Close
- No.75 Hills Road
- No.77 Hills Road
- No.79 Hills Road.

19.15 In terms of impacts, a total of 213 out of the 232 windows (92%) would meet the BRE guidance for VSC and 149 out of the 160 rooms (93%) would meet the targets for NSL.

19.16 The two properties that would experience VSC and/or NSL impacts outside the BRE guidance are The Centennial Hotel (Nos.63-73 Hills Road) and The Flying Pig (No.106 Hills Road).

19.17 Whilst third party comments have cited substantial loss of light for properties on the opposite side of Station Road, any reductions to these properties are within BRE guidance and officers therefore consider that the impacts on these properties' amenities are acceptable.

Daylight impacts upon The Centennial Hotel, Nos.63-73 Hills Road

19.18 The hotel is located immediately to the south-east of the application site along Hills Road. The rooms have been modelled as accurate layouts are unknown as per the BRE guidance.

19.19 The VSC assessment finds that 84% of windows would meet the BRE guidance, representing a very high level of compliance.

19.20 Of the 16 windows that would fall below the BRE target, 2 would experience a minor impact, 2 would experience a moderate impact and 12 would experience a major impact.

19.21 It is understood that these 16 windows serve hotel bedrooms, and the majority (63%) of these windows already fall below the recommended target of 27% in existing conditions, which is resulting in disproportionate percentage reductions.

19.22 Whilst an NSL analysis has been undertaken which shows that 85% of rooms would meet BRE guidance, in the absence of confirmed layouts, NSL results cannot be relied upon since they rely heavily on accurate room dimensions. Whilst third party comments concerning the use of modelled internal layouts are noted, in accordance with the BRE guidance, NSL analysis should be carried out only where the room layouts are known. In this instance, these room layouts are not publicly available and therefore the use of VSC calculations remain the only accurate form of daylight assessment in this instance.

19.23 Notwithstanding that the reductions exceed the BRE targets, hotel bedrooms are transient in nature, typically occupied for short stays and primarily used during evening and night-time hours when natural light is not relied upon. Moreover, given the layout of the existing hotel with its three-storey extension facing the proposed development, it is likely that there would be a degree of inevitable reductions to a small number of windows through the redevelopment of this site. As per BRE guidance, a degree of flexibility regarding the building type is appropriate given that the hotel use does not typically require the same level of daylight provision as residential accommodation.

19.24 Whilst third party comments concerning loss of light impacts are acknowledged, officers consider that the overall impact upon The Centennial Hotel is limited and is acceptable in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

Daylight impacts upon No.106 Hills Road (The Flying Pig)

19.25 The Flying Pig Public House is located to the south of the proposed development and is to be retained as part of the Botanic Place redevelopment. Planning drawings approved of this application show that the first and second floors would serve residential use in connection with the principal use of a Public House.

19.26 The VSC assessment demonstrates that 2 out of the 5 windows (40%) would meet BRE guidance and all three rooms assessed would meet BRE guidance for NSL.

19.27 The 3 windows which do not meet VSC guidance all experience major reductions (more than 40%), however, each window would retain daylight levels in excess of 17% VSC.

19.28 The Flying Pig is primarily a Public House with tenant accommodation at first and second storey. On the basis that the residential use of the site is ancillary to the Public House, officers consider that the overall impact upon The Flying Pig Public House is limited and is acceptable in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

#### Sunlight impacts

19.29 The BRE guidance provides an annual target of 25% APSH with at least 5% achieved between 21<sup>st</sup> September and 21<sup>st</sup> March ('winter sun'). Occupiers may notice the loss of sunlight if the APSH, is reduced below 25% APSH and less than 0.80 times former value and for 'winter sun', if reduced below 5% of APSH and less than 0.80 times former value; and also having a sunlight reduction for the whole year greater than 4% APSH.

19.30 As regards external amenity areas, a 2-hour 'sun on ground' test is recommended for quantifying sunlight availability with a decrease in available sunlight indicating greater shading from development. The guidance suggests that if at least 50% of an amenity area receives at least 2 hours of sun on 21<sup>st</sup> March, then it is likely to be adequately lit throughout the year. If open space receives less than 50%, then the guidelines suggest that the loss in sunlight may be noticeable if it is reduced below 0.80 times its former value.

19.31 All rooms within the 13 properties potentially impacted by the proposed development would be fully inside the BRE guidance for annual and winter sunlight.

19.32 With regards to external amenity spaces, it is noted that there are none serving neighbouring properties close enough to be impacted by the proposed development. An analysis of new amenity spaces within the proposed development have been assessed, one of which is the public realm located at ground floor level and the other, the terrace on the 6<sup>th</sup> floor. For both of these areas at least 50% of the area would receive over 2 hours on sunlight on the 21<sup>st</sup> March and therefore meet these targets. Therefore, whilst third party comments regarding overshadowing on pedestrians are acknowledged, the impacts are considered acceptable.

19.33 On this basis, the proposed development would result in an acceptable sunlight impacts in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

#### *Overbearing and overlooking impacts*

19.34 The proposed development would be approximately 9 metres away from The Centennial Hotel to the south-east. This premises comprises tourist accommodation and whilst third party comments are acknowledged and the proposal would be highly visible from this neighbouring premises, given the non-residential nature and type of rooms affected (hotel bedrooms) which would be primarily used for sleeping, it is not considered that any significant harm would result on account of overbearing or visual enclosure.

19.35 Third party comments are acknowledged and given the close proximity of the proposed development, there would be a degree of overlooking. Officers consider that it would be appropriate to mitigate these impacts through the use of glazing treatments. A condition is therefore recommended to be attached to ensure that windows on the proposed south-eastern elevation are obscured to ensure that any overlooking impacts are mitigated.

19.36 On this basis, the proposed development would result in an acceptable overbearing and overlooking impacts in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

#### *Wind microclimate impacts*

19.37 A Wind Microclimate Assessment has undertaken a qualitative assessment of the likely wind conditions around the proposed development as compared to the existing building based on the building massing and on-site features. Through an iterative process, wind mitigation measures including amending the design of the raised planters at terrace 6 level have been included as part of the scheme to ensure comfort and safety and the wind effects would remain negligible in accordance with Policy 60 of the Local Plan 2018.

*Noise impacts*

19.38 An environmental noise survey has been undertaken and further clarification requested on the operation of plant during night-time hours. This additional information confirmed that some plant will continue to operate during the night and appropriate noise emission limits have been provided.

19.39 Third party comments concerning the lack of noise assessment is noted. In consultation with the Council's Environmental Health Officer, given that the exact specification of the plant is still unknown at this stage and the proximity of noise sensitive receptors, a plant noise condition to ensure full calculations are provided prior to installation to ensure that the specific plant installed does not exceed the background noise level of the boundary is recommended and will be attached on any planning consent granted in accordance with Policy 35 of the Local Plan 2018. This is to minimise impacts on the noise sensitive receptors.

19.40 The larger roof terrace on the 6<sup>th</sup> floor would be adjacent to noise sensitive receptors and therefore conditions to control hours of use and restrictions on the use of amplified music are recommended and will be conditioned on any planning consent granted in accordance with Policy 35 of the Local Plan 2018.

19.41 Regarding the potential use of part-ground floor as a café (Class E), any external mechanical plant associated with the café will need to be assessed within a noise assessment to be conditioned on any planning consent granted in accordance with Policy 35 of the Local Plan 2018.

*Lighting impacts*

19.42 An External Lighting report has been submitted with the application. This provides an overview of the approach to external lighting across the site including the roof terrace. Subject to a condition requiring full lighting

details to be attached to any planning consent granted, the proposal is in accordance with Policy 34 of the Local Plan 2018.

#### *Odour impacts*

19.43 A Ventilation and Extract Statement has been submitted with the application. In consultation with the Council's Environmental Health Officer, given that the potential café use on the ground floor could be intensified and therefore higher odour risk cooking/preparation result, these activities need to be considered and adequate odour and smoke control in place. Therefore, it is recommended that an odour compliance condition is attached to any planning consent granted in accordance with Policy 36 of the Local Plan 2018.

#### *Air quality impacts*

19.44 The application is accompanied by an Air Quality Assessment. The proposed development would result in a net reduction in car parking spaces from 46 to 12. Following a formal consultation with the Council's Environmental Health Officer, the information provided is acceptable.

#### *Health/Equity impacts*

19.45 A Health Impact Assessment has been submitted with the application. An informal discussion has taken place with the Preventative Health Programme Officer following this submission who has advised such assessments are scoped in at the beginning of the pre-application process. However, in this instance, the start of the pre-application process pre-dates the adoption of the Health Impact Assessment SPD.

19.46 The Health Impact Assessment is considered acceptable.

### **Construction and environmental health impacts**

19.47 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Following a formal consultation with the Council's Environmental Health Officer, noise and disturbance, artificial lighting and air quality impacts during construction would be minimized through conditions requiring a Demolition and Construction Environmental Management Plan (DCEMP).

19.48 The application site comprises the redevelopment of previously developed land. Both a Phase 1 and Phase 2 risk assessment has been undertaken

and included with the application. Together the reports conclude that the contamination risks are very low and no specific remediation is required

19.49 Following consultation with the Council's Environmental Health Officer, to prevent the importation of potentially contaminated soils and aggregates from off-site sources, officers consider it appropriate to attach an unexpected contamination condition and material management plan condition on any planning consent granted in accordance with Policy 33 of the Local Plan 2018.

### **Summary**

19.50 The proposal adequately respects the amenity of its neighbours. Subject to conditions, the proposal is compliant with policies 55, 56, 57, 58, 59 of the Local Plan 2018. The associated construction and environmental impacts would be acceptable in accordance with policies 33, 34, 35 and 36 of the Local Plan 2018, subject to conditions

## **20. Third party representations**

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

<b>Third party comment</b>	<b>Officer response</b>
Public realm design coordination with future infrastructure changes	Greater Cambridge Partnership (GCP) are due to consult on Hills Road enhancements including the Hills Road/Station Road junction improvements. Whilst outside the Council's control, it would be expected that regard should be had to any works or consent granted on land adjacent land.
Recommend a responsive control system to prioritise buses at this junction	GCP will be undertaking a consultation on these junction improvements in due course.
Comments in support	Comments regarding the landscape, sustainability and sculpture enhancements are discussed in the relevant sections of the report

Table 8: Officer response to third party representations

## 21. Planning obligations (S106)

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

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

21.2 Policy 85 of the Local Plan 2018 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

21.3 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan 2018 and the NPPF 2024.

### Heads of terms

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

Obligation	Contribution / Term	Trigger
Transport	A contribution of £327,400 to the Greater Cambridge Partnership Hills Road improvement scheme, and in particular the works within the locality of the development at the junction of Hills Road/Station Road	Prior to occupation
Employment and Skills Strategy	Facilitating apprenticeships, training and employment	Prior to occupation

	opportunities as part of the development	
S106 Administration, Monitoring and Compliance	To secure adequate monitoring and compliance fees. £2,200 base fee in addition to £500 per obligation that requires confirmation in writing	

Table 9: Heads of terms for S106 agreement

*Transport*

21.5 The local group comments regarding the delivery of improvements to this junction are acknowledged and as recommended by the Transport Assessment Team, the contribution towards the Greater Cambridge Partnership improvements to Hills Road and the Hills Road/Station Road junction are considered necessary to ensure that active travel modes are prioritised.

*Employment and Skills Strategy*

21.6 The Employment and Skills Strategy is considered necessary as it would improve social mobility and upskilling by adopting positive business practices including apprenticeships and training programmes.

*S106 Administration, Monitoring and Compliance*

21.7 This obligation is necessary to ensure that the proposed obligations are delivered and managed.

21.8 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with Policy 85 of the Local Plan 2018.

**22. Other matters**

22.1 *Refuse storage and collection*

22.2 On-site provision of 12 x 1100 litre bins and 6 x 240 litre bins would be stored within the basement. Waste generated from the office floors and any retail/community unit would be transferred via the goods lift to the

designated internal waste storage area within this basement. On designated collection days, building management would transfer the bins to ground level using the basement bin lift and presented externally at the kerbside for collection. The bins would be promptly returned to the basement once collected. Following consultation with the Shared Waste Team, there are no objections to the operational waste strategy subject to a compliance condition on any planning consent granted.

- 22.3 *Archaeological impacts*
- 22.4 The application site is located within an area of archaeological potential. An Archaeological Desk-Based Assessment has been submitted. Following comments from the Archaeological Officer, a pre-commencement condition concerning a written scheme of investigation will be attached to any planning consent granted in accordance with the NPPF 2024.
- 22.5 *Airport safeguarding impacts*
- 22.6 Following a formal consultation with Cambridge City Airport, concerns are raised with regards the proposal, cranes and tall equipment that may be used in the erection of the building which has the potential to impact instrument flight procedures. Given that the proposed development would be in close proximity to other tall buildings, any proposed development is not considered to be detrimental to flights to/from Cambridge Airport, however, to ensure that any tower cranes do not cause unacceptable harm, a condition is considered necessary and will be attached to any planning consent granted.
- 22.7 In addition, to ensure that any glint and glare effects from the PV panels proposed as part of the sustainability strategy on the roof are mitigated, a glint and glare assessment will be conditioned on any planning consent granted.
- 22.8 *Other considerations*
- 22.9 Cadent Gas have notified officers of that the application site is in close proximity to medium and low pressure pipe line assets and recommend an informative be attached to make the applicant aware of their responsibilities.
- 22.10 The Police Architectural Liaison Officer has been consulted on the application and recommended that a “Secured by Design” accreditation

be conditioned on any planning consent granted. In this instance, officers do not consider that this is necessary in this instance.

## **23. Planning balance**

- 23.1 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).
- 23.2 The NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF 2024, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF 2024 taken as a whole.
- 23.3 The NPPF 2024 lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. These roles are considered in weighing up the benefits and dis-benefits of the development proposals, relative to all material considerations discussed in the report.
- 23.4 *Summary of harm*
- 23.5 Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of the Levelling Up and Regeneration Act 2023 and in considering this application have given considerable weight and importance to the desirability of preserving the setting of the affected listed / registered buildings and gardens, and to preserving or enhancing the character and appearance of the Newtown and Glisson Road Conservation Area.
- 23.6 In the view of officers, the proposal would result in less than substantial harm at the lower end of the scale to the New Town and Glisson Road Conservation Area and a limited level of less than substantial harm to the Grade II War Memorial and Church of Our Lady of the Assumption and the English Martyrs. There would be limited levels of harm to the locally listed Eastbourne Terrace and curved terrace (Nos. 55–59 Hills Road and

1–7 Station Road). Officers consider that the identified harm would be outweighed by the substantial public benefits.

23.7 With regards to daylight impacts, given the transient nature of hotel accommodation and the ancillary residential use at The Flying Pig, together with the fact that the majority of neighbouring windows meet BRE guidance, officers consider that given the context and use of these neighbouring properties, the resulting daylight impacts would not be unacceptable.

23.8 *Water Impacts*

23.9 With regard to environmental impacts arising from increased foul water flows from the development, whilst Anglian Water has raised an objection, neither the Environment Agency nor Natural England have raised any concerns and the imposition of a ‘Grampian’ style planning condition which would restrict occupation of the development until such time as sufficient capacity at the receiving WRC has been confirmed is not necessary. The impacts from this scheme would be negligible and any harm is not capable of meaningful attribution. On this basis, officers consider this issue to be close to neutral in the planning balance.

23.10 *Summary of benefits*

23.11 Economic

23.12 National Planning Policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.

23.13 The proposals would make a substantial contribution towards the supply of office space within a prominent AI cluster which accommodates a number of the world’s biggest ICT companies and within a highly sustainable location in the City in accordance with aims and objectives of Local Plan policies and will maintain the vitality of Cambridge as a world-renowned location for technology research and knowledge economy.

23.14 The proposed development would result in an uplift 11,044sqm of floorspace and the potential provision of 953 jobs.

23.15 The Government reaffirmed on 28 August 2024 that Greater Cambridge has a vital role to play in this Government’s mission to kickstart economic growth. For these reasons, the proposed scheme would make a positive contribution to the local and national economy in line with the NPPF 2024.

23.16 There would be considerable new employment associated with both the construction and operational phase of the development which would also help to support local services and facilities in terms of the multiplier effect, together with increased spending in the area.

23.17 The economic benefits of the proposed development are afforded significant positive weight in the planning balance.

23.18 Social

23.19 The proposed development would deliver a range of social benefits from a new and enhanced public realm that would facilitate social interaction to a vibrant and active commercial frontage including provision of retail or community uses at ground floor.

23.20 The Employment and Skills Strategy will seek to secure job and training opportunities particularly across the construction phase.

23.21 The reinstatement of the Kett Oak sculpture would help retain a part of the city's cultural heritage, maintain its appreciation of the asset and create a strong sense of place however because it is already on-site, its re-provision would be neutral.

23.22 The social benefits arising from the proposed development are afforded moderate weight in the planning balance.

23.23 Environmental

23.24 The proposal would make effective use of previously developed land at a density appropriate to context of the surrounding built environment and in close proximity to a key transport interchange.

23.25 The proposal would remove street clutter, promote sustainable transport and improve air quality from motor vehicles, prioritising pedestrian and cycle movements by reducing on-site car parking, increasing the public realm and contributing towards pedestrian connectivity enhancements at the Hills Road/Station Road junction.

23.26 The proposed design of the development would positively enhance the townscape by creating a high quality architectural and sustainable building.

23.27 Enhancements to the local environment would arise, including the use of efficient and sustainable construction methods, water conservation measures, incorporation of renewable technologies, EV charging, rainwater storage and greywater recycling, thereby reducing the surface water flood risk.

23.28 The proposed development is designed to deliver a biodiversity net gain of over 30%, exceeding the mandatory biodiversity net gain target through a strategic landscaping strategy including tree planting.

23.29 The environmental benefits arising from the proposed development are afforded significant weight in the planning balance.

23.30 Overall conclusion

23.31 Officers have carefully considered the development against the Cambridge Local Plan 2018, the NPPF 2024 and the statutory duties in sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of LURA 2023. The scheme would result in less than substantial harm on the lower end of the scale to the character and appearance of the New Town and Glisson Road Conservation Area, a limited degree of less than substantial harm to the setting of the Grade II War Memorial and Grade I Church of Our Lady of the Assumption and the English Martyrs, and a limited degree of harm to locally listed Eastbourne Terrace and Station Road, Nos 1-7 (with 55-59 Hills Road). It would also cause some daylight impacts to a small number of neighbouring windows, however given the context and use, these impacts are not considered unacceptable. The wastewater capacity issue can be satisfactorily addressed through a Grampian-style condition and is therefore close to neutral in the planning balance.

23.32 Set against this harm is a substantial package of economic, social and environmental public benefits, including the delivery of significant new employment floorspace in a highly sustainable location, up to 953 jobs, major townscape and public-realm improvements, a comprehensive sustainability strategy, biodiversity net gain and enhancements to pedestrian and cycle connectivity. These benefits attract significant weight, consistent with the NPPF's emphasis on economic growth, efficient use of brownfield land and sustainable development.

23.33 When applying the heritage balance under NPPF paragraphs 215 and 216, and the overall planning balance under NPPF paragraph 11, officers conclude that the public benefits clearly and convincingly outweigh the identified less than substantial harm to designated and harm to non-

designated heritage assets. The proposal therefore represents sustainable development in economic, social and environmental terms.

23.34 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of LURA 2023, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **24. Recommendation**

24.1 **Approve** subject to:

- the planning conditions and informatics as set out in Section 28 of this report with delegated authority to officers to carry through amendments to those conditions and informatics (including additional / revised conditions as appropriate and necessary) prior to the issuing of the planning permission.
- 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.

## **25. Planning conditions**

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

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

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

KHSE-BAA12E1DPA0 EAST AND WEST ELEVATIONS  
DEMOLITION (Revision REV P02) 17.10.2025  
KHSE-BAA-12-L00-DP-A-0 DEMOLITION LEVEL 00  
(GROUND FLOOR) PLAN (Revision REV P02) 17.10.2025  
KHSE-BAA-20-L01-DP-A-0 GENERAL ARRANGEMENT -  
LEVEL 01 - FLOOR PLAN (Revision REV P03) 17.10.2025

KHSE-BAA-20-L02-DP-A-0 GENERAL ARRANGEMENT -  
LEVEL 02 - FLOOR PLAN (Revision REV P03) 17.10.2025  
KHSE-BAA-20-L03-DP-A-0 GENERAL ARRANGEMENT -  
LEVEL 03 - FLOOR PLAN (Revision REV P03) 17.10.2025  
KHSE-BAA-20-L04-DP-A-0 GENERAL ARRANGEMENT -  
LEVEL 04 - FLOOR PLAN (Revision REV P03) 17.10.2025  
KHSE-BAA-20-L05-DP-A-0 P03 GENERAL ARRANGEMENT -  
LEVEL 05 - FLOOR PLAN 17.10.2025  
KHSE-BAA-20-ES1-DP-A-1 GENERAL ARRANGEMENT -  
PROPOSED SOUTH ELEVATION (Revision REV P02) 17.10.2025  
KHSE-BAA-20-L00-DP-A-0 GENERAL ARRANGEMENT -  
LEVEL 00 - GROUND FLOOR PLAN (Revision REV P04) 17.10.2025  
KHSE-BAA-20-L07-DP-A-0 GENERAL ARRANGEMENT -  
LEVEL 07 - FLOOR PLAN (Revision REV P03) 17.10.2025  
KHSE-BAA-20-B1-DP-A-0 P03 GENERAL ARRANGEMENT -  
LEVEL B1 FLOOR PLAN 17.10.2025  
KHSE-BAA-20-L06-DP-A-0 GENERAL ARRANGEMENT -  
LEVEL 06 - FLOOR PLAN (Revision REV P03) 17.10.2025  
KHSE-BAA-20-L08-DP-A-0 P03 GENERAL ARRANGEMENT -  
LEVEL 08 - FLOOR PLAN 17.10.2025  
KHSE-BAA-20-EE1-DP-A-0 GENERAL ARRANGEMENT -  
PROPOSED EAST ELEVATION (Revision REV P03) 17.10.2025  
KHSE-BAA-20-EN1-DP-A-0 GENERAL ARRANGEMENT -  
PROPOSED NORTH ELEVATION (Revision REV P03) 17.10.2025  
KHSE-BAA-20-ES1-DP-A-0 GENERAL ARRANGEMENT -  
PROPOSED SOUTH EAST ELEVATION (Revision REV P03)  
17.10.2025  
KHSE-BAA-20-EW1-DP-A-1 P02 GENERAL ARRANGEMENT -  
PROPOSED SOUTH WEST ELEVATION 17.10.2025  
KHSE-BAA-20-EW1-DP-A-0 GENERAL ARRANGEMENT -  
PROPOSED WEST ELEVATION (Revision REV P03) 17.10.2025  
KHSE-BAA-20-L09-DP-A-0 GENERAL ARRANGEMENTS -  
LEVEL 09 - ROOF PLAN (Revision REV P03) 17.10.2025  
KHSE-BAA-20-SN1-DP-A-0 GENERAL ARRANGEMENTS -  
PROPOSED NORTH SECTION (Revision REV P03) 17.10.2025  
KHSE-BAA-20-SE1-DP-A-0 GENERAL ARRANGEMENTS -  
PROPOSED EAST SECTION (Revision REV P03) 17.10.2025  
KHSE-RMA-ZZ-ZZ-DR-L-04001 LANDSCAPE SECTION 01  
(Revision REV P07) 17.10.2025  
KHSE-RMA-ZZ-ZZ-DR-L-04002 LANDSCAPE SECTION 02  
(Revision REV P07) 17.10.2025  
KHSE-RMA-ZZ-06-DR-L-01001 LEVEL 6 TERRACE  
MASTERPLAN (Revision REV P03) 17.10.2025  
KHSE-RMA-ZZ-06-DR-L-04001 LEVEL 6 TERRACE

SECTION (Revision REV P01) 17.10.2025  
KHSE-RMA-ZZ-07-DR-L-01001 LEVEL 7 TERRACE PLAN  
(Revision REV P01) 17.10.2025  
KHSE-RMA-ZZ-08-DR-L-01001 LEVEL 8 ROOF PLAN  
(Revision REV P02) 17.10.2025  
KHSE-RMA-ZZ-ZZ-DR-L-01003 MATERIALS MASTERPLAN  
(Revision REV P02) 17.10.2025  
KHSE-BAA-12-E2-DP-A-0 NORTH AND SOUTH  
ELEVATIONS DEMOLITION (Revision REV P02) 17.10.2025  
KHSE-BAA-10-ZZ-DP-A-1 PROPOSED SITE PLAN (Revision  
REV P03) 17.10.2025  
KHSE-BAA-10-ZZ-DP-A-0 SITE LOCATION PLAN (Revision  
REV P03) 17.10.2025  
KHSE-RMA-ZZ-ZZ-DR-L-01001 SITE MASTERPLAN  
(Revision REV P12) 17.10.2025  
KMC25169002 PROPOSED SITE ACCESS (Revision REV A)  
17.10.2025

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

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

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development (save for demolition). Part d) of the condition shall not be

discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

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

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

5. Prior to the commencement of development, or phase of, 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 following aspects of demolition and construction:
  - a) Demolition and construction phasing programme.
  - b) Confirmation of demolition and construction hours (works 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).
  - c) Deliveries for the purposes of demolition and construction activities shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank

or Public Holidays, unless otherwise agreed in writing by the local planning authority in advance.

- d) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
- e) Soil Management Strategy.
- f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of *BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – noise*.
- g) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of *BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – vibration*.
- h) Dust management, monitoring and wheel washing measures in accordance with the provisions of:
  - Guidance on the assessment of dust from demolition and construction, version 2.2 (IAQM, 2024).
  - Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018).
- i) Details of concrete crushers (location and noise, vibration and dust management).
- j) Prohibition of the burning of waste on site during demolition/construction.
- k) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- l) Screening and hoarding details.
- m) Consideration of sensitive receptors.
- n) Complaints procedures, including complaints response procedures.

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

Reason: To protect the amenity of nearby properties in accordance with policies 35 and 36 of the Cambridge Local Plan 2018.

6. No demolition, hereby permitted, shall be undertaken, until details for the careful salvage and reuse/reinstatement of the Kett Oak sculpture have been submitted to and approved by the Local Planning Authority. A method statement of the works, details of the fixings and maintenance shall be provided. The works shall be carried out in

accordance with the agreed details. The office shall not be occupied until such time as the sculpture has been permanently repositioned into the façade of the new building.

Reason: To retain existing public art as a means of enhancing the development in accordance with policies 55, 56, 57 and 61 of the Cambridge Local Plan 2018.

7. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The principal areas of concern that should be addressed are:

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

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

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

8. No development shall commence until an ecological clerk of works or on-site ecologist has been appointed for the monitoring and duration of all works affecting ecology including the removal of vegetation.

Reason: To ensure that before any development commences ecological interests will be fully conserved and enhanced in accordance with policies 57, 59 and 70 of the Cambridge Local Plan 2018.

9. Prior to the commencement of the development, excluding demolition, full details of a scheme for the provision of foul drainage shall be submitted to and approved in writing by the Local Planning Authority. The details shall include: the design of all on-site foul sewerage infrastructure; the diameters of proposed pipes and the capacity of any on-site storage; and a timetable and programme for the provision of

the foul sewerage infrastructure. The scheme shall demonstrate that, where connection to a public sewer is proposed, the foul sewerage discharge can be accommodated within the piped public sewer system without significantly increasing the risk of flooding or backing up of the existing system on the site or elsewhere. The development shall be carried out in accordance with the approved details and the approved timetable and programme.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

10. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment & Sustainable Drainage Strategy Report, Heyne Tillett Steel, Ref: 3336, Rev: 03, Dated: 9th December 2025 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

11. Prior to installation of underground services full details of all tree pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority. Any planters or tree pits that abut or are adjacent to the public highway shall be designed to provide adequate structural support for, and must not interfere with, the integrity or fabric of the highway.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with policies 55, 57 and 59 of the Cambridge Local Plan 2018.

12. Notwithstanding drawing referenced “Materials Masterplan (Rev P02)”, no development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been

submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

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

The development shall be fully carried out in accordance with the approved details. If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

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

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

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

With the exception of the amenity terraces of Terrace 6 and Terrace 7, the biodiverse roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance, repair or escape in case of emergency. All works shall be carried out and maintained thereafter in accordance with the approved details.

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

14. No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces to be used in the construction of that building have been submitted to and approved in writing by the Local Planning Authority.

The details shall include colours, joints and interfaces of all materials; external features such as roof top enclosures, the glazing, entrance doors and screens, masonry cladding systems with minimal/flush joints, mortar, columns, metal work, windows, frames and curtain walling, façade depths and reveal depths, ventilation louvres, lintels and cills, balconies, spandrel panels, balustrades, roof cladding, soffits and soffit cladding over the colonnade, external metal work, rainwater goods, and coping details.

The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations.

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

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018.

15. No development above ground level (other than demolition and enabling/ utility diversion works) shall take place until a detailed scheme for the approved grey water harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning

Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

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

16. No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with policies 57, 59 and 70 of the Cambridge Local Plan and the Greater Cambridge Planning Biodiversity Supplementary Planning Document 2022.

17. No stonework or brickwork shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site for that building detailing the choice of cladding, stone, brick, bond, coursing, special patterning, mortar mix, design and pointing technique and the details submitted to the local planning authority in an accompanying report, and until the sample panel and report have been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018.

18. Prior to the commencement of any tree planting, a suitably qualified Clerk of Works shall be appointed to oversee the delivery of all trees to ensure that it accords with the approved landscaping details. The tree planting implementation shall be monitored on-site by the Clerk of

Works throughout the development of the site. No occupation of any building (across the site or in any agreed phase) shall take place until such time as a monitoring and completion report evidencing complete compliance (including a photographic record of delivery), with the approved tree planting scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure that suitable tree planting is provided as part of the development in accordance with policies 55, 57 and 59 of the Cambridge Local Plan 2018.

19. Within 12 months of commencement of development, a Design Stage BREEAM assessment for that building will be submitted to the BRE. The following BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue and prior to first occupation of the building, hereby permitted. This assessment will demonstrate that BREEAM 'excellent' as a minimum will be met, with no less than 5 Wat01 credits (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

20. Prior to first occupation of the building, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

The public shall have unhindered access to all ground level external spaces outside the building, including the colonnade, hereby approved, and shall be retained thereafter.

Reason: To ensure that before any development commences an

appropriate landscape management plan has been agreed in accordance with policies 57 and 59 of the Cambridge Local Plan 2018.

21. Within 12 months following first occupation a Construction Stage BREEAM assessment for that building shall be submitted to the BRE. The following BRE issued Construction Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue. The certificate shall demonstrate that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

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

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

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

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

24. Prior to the first occupation of the building, a scheme for the treatment of the windows on floors 2-5 to south-eastern elevation to prevent overlooking to The Centennial Hotel shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include views showing the effect of the screening proposed from the office windows. Once approved the scheme shall be fully implemented prior to occupation in accordance with the approved details and shall thereafter be retained as such.  
Reason: To protect neighbouring amenities in accordance with policies 55, 56, 57 and 60 of the Cambridge Local Plan 2018.

25. Prior to first occupation of the building, all works to the public highway shall be carried out in accordance with details to be submitted and approved under Section 278 of the Highways Act 1980. These works will include for the existing vehicular access onto Hills Road to be permanently and effectively closed, with the kerb raised to full height, the footway reinstated and the vehicular access onto Station Road to be realigned and reinstated.

Reason: In the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

26. Prior to first occupation of the building, a Delivery and Servicing Plan shall be submitted and approved in writing by the Local Planning Authority, broadly in accordance with the approved Delivery and Servicing Plan by KMC (25169 - R03 dated October 2025). Thereafter the development will operate in accordance with the approved details. The Delivery and Servicing Plan shall include for operational details and monitoring arrangements.

Reason: In the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

27. Prior to first occupation of the building, a Travel Plan/Cycle Parking Management Plan shall be submitted and approved in writing by the

Local Planning Authority, broadly in accordance with the approved Workplace Travel Plan by KMC (25169 - R02 dated October 2025). The Travel Plan/Cycle Parking Management Plan shall include annual monitoring of staff travel and cycle parking usage for five years following occupation, visitor cycle parking provision, a draft travel welcome pack and include details to ensure how the approved cycle parking provision can be adapted to respond to demand. The development shall be implemented in accordance with the approved details.

Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy 82 of the Cambridge Local Plan 2018.

28. The development, hereby permitted, shall not be occupied until visibility splays have been provided each side of the vehicular access in full accordance with the details indicated on the submitted plan KMC25169 / 002 Rev A. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

29. Notwithstanding the details of the DCEMP, no tower cranes shall be erected on site until a study determining the impact of proposed cranes on the instrument flight procedures (IFPs) associated to Cambridge Airport has been submitted to and approved in writing by the Local Planning Authority. The study shall be completed by an Approved Procedure Design Organisation (APDO) and shall determine the level of impact and include any measures necessary to mitigate any identified impacts. The development shall be carried out in accordance with the approved details.

Reason: To avoid the cranes on site endangering the safe movement of aircraft and the operation of Cambridge Airport in accordance with Policy 37 of the Cambridge Local Plan 2018.

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

a) details of the volumes and types of material proposed to be

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

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

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

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

- i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to both on and off site receptors);
- ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the 'Institute of Lighting Professionals - Guidance Notices for the Reduction of Obtrusive Light – GN01/21 (or as superseded)'.

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

Reason: To minimise the effects of light pollution on the surrounding area in accordance with Policy 34 of the Cambridge Local Plan 2018).

32. Prior to installation, the details of any rooftop photovoltaic (PV) panel array shall be submitted and approved in writing by the Local Planning Authority, and installed in accordance with the approved details. The submitted details shall include the manufacturer's specifications,

spacing and layout, and shall be supported by a Glint and Glare Assessment to assess the impact on aircraft operations.

Reason: To ensure an appropriate arrangement for the solar panels and ensure that glint and glare would not adversely impact aircraft operations, in accordance with Policy 37 of the Cambridge Local Plan 2018.

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

Reason: To protect the amenity of nearby properties in accordance with Policy 36 of the Cambridge Local Plan 2018.

34. Prior to the setting out of any car parking spaces within the basement car park, an electric vehicle charging scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details and maintained and retained thereafter.

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

35. No signage shall be installed until details at a minimum scale of 1:20, including elevations of shopfront signage for any proposed retail unit/s have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

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

36. E(b) (Sale of food and drink for consumption (mostly) on the premises) development use shall not commence until a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours has been submitted to and approved in writing by

the local planning authority. The approved scheme shall be installed before the use is commenced and shall be retained as such.

Reason: To protect the amenity of future occupiers and nearby properties in accordance with the Cambridge Local Plan 2018

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

Reason: in the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

38. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination. The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Policy 33 of the Cambridge Local Plan 2018.

39. Acoustic / unamplified music and the playing of amplified music / voice is prohibited within all roof terraces.

Reason: To protect the amenity of nearby properties in accordance with policies 35 and 36 of the Cambridge Local Plan 2018.

40. The external rooftop terraces shall only be used by patrons and staff between the hours of 07:00 – 22:00hrs Monday to Sunday and shall be clear of patrons and staff outside these hours. Any waste / glass removal required and the cleaning of these areas including the clearance and the movement of any tables and seating / chairs shall be undertaken during these times only.

Reason: To protect the amenity of nearby properties in accordance with policies 35 and 36 of the Cambridge Local Plan 2018.

41. The management and collection of commercial waste including recycling shall be carried out in accordance with the Operational Waste Management Strategy dated 2<sup>nd</sup> October 2025 Issue P02, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the need for refuse and recycling is successfully integrated into the development. (Cambridge Local Plan 2018 Policy 57).

42. No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the appropriate DEFRA metric in force at the time of application for discharge;
- iii) Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv) Habitat enhancement and creation proposals on the application site and / or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;
- v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with policies 59 and 69 of the Cambridge Local Plan 2018 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

Informatives:

1. This permission is accompanied by a Section 106 Agreement.
2. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting [cadentgas.com/our-services/gas-diversions](http://cadentgas.com/our-services/gas-diversions) Prior to carrying out works, including the construction of access points, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.
3. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.
4. To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:  
6: Requirements for Specific Lighting Schemes  
7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide  
8: Further technical guidance related to noise pollution
5. As the premises / approved uses are intended to be run as or includes a food business, the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises / use will need to register with Cambridge City Council, as required by law. In order to avoid additional costs, it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation,

before construction starts. Contact the Commercial Team of Environmental Health at Cambridge City Council on telephone number (01223) 457890 or email [Commercial@cambridge.gov.uk](mailto:Commercial@cambridge.gov.uk) for further information.

6. A premises licence under the Licensing Act 2003 may be required or varied for this development in addition to any planning permission. A premises licence may be required to authorise:
  - The supply of alcohol
  - Regulated entertainment e.g. Music (Including bands, DJ's and juke boxes)
  - Dancing
  - The performing of plays
  - Boxing or wrestling
  - The showing of films
  - Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)A separate licence may be required for activities involving gambling including poker and gaming machines.  
The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457899 or email [licensing@cambridge.gov.uk](mailto:licensing@cambridge.gov.uk) for further information.
7. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

#### **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 Development Framework SPDs



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## The Greater Cambridge Design Review Panel

Pre-application ref: PPA/24/0044

Kett House, Cambridge

Thursday 14 August 2025, In-person 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:

Russell Brown (Chair) – Architect and Founding Partner at Hawkins Brown Architects - Character

Fiona Heron – Founder at Fiona Heron Limited - Character – Landscape

Angela Koch – Founder at Imagine Places – Community Consultancy – Joining online – Connectivity

Nicholas Anderson - Chartered Civil Engineer (retired) – Connectivity

Nopi Exizidou – Head of Net Zero Transition at the British Antarctic Survey, Cambridge & Antarctica – Climate

Teri Okoro – Director and chartered architect – Inclusive Design Access

Nicki Whetstone – Associate Director at Donald Insall Associates - Conservation

### Applicant and Design Team

#### In-Person Attendance

Ron German, Stanhope (Development Manager)

Peter Fisher, Bennetts Associates (Architect)

Rob Bearyman, Bennetts Associates (Architect)

David Dawson, Bennetts Associates (Architect)

Isabel Czech, Bennetts Associates (Architect)

Robert Myers, Robert Myers Associates (Landscape Architect)

Jack Smith, KMC (Transport)

Kate Hannelly-Brown, Bidwells (Heritage)

Mike Derbyshire, Bidwells (Planning)

Jennie Hainsworth, Bidwells (Planning)

#### Virtual Attendance via MS Teams

Isabel Czech, Bennetts Associates (Architect)

Gus Nicholds, Bennetts Associates (Architect)

Karla Duncan, Bennetts Associates (Architect)

Jodie Welch, KMC (Transport)

Alfie Hood, Bidwells (Planning)

Sarah Wearing, Bidwells (Heritage)

James Bird, RPS Tetratech (Ecology)

Amedeo Scofone, Hilson Moran (Sustainability)  
Nick Vose (Marengo Communications)

### **LPA Officers:**

Tom Gray – Principal Planner and Case Officer  
Tom Davies – Senior Urban Designer and DRP Manager  
Trovine Monteiro – Built Environment Team Leader  
Bana Elzein – Principal Landscape Architect - online  
Brooke Moore – DRP/Business Support Officer  
Mark Taylor – Access officer

### **Observers**

Cllr Dr Tumi Hawkins, Lead Cabinet Member for Planning  
Chris Jones, Director, BCR Architects.

### **Declarations of Interest**

The DRP manager asked if there were any Declarations of Interest for DRP members. There were none.

### **Previous Panel Reviews**

There had been previous Design Review Panel Meeting (DRP) reviews about the scheme on 25<sup>th</sup> May 2023 and 8<sup>th</sup> May 2025.

### **Panel Comments**

#### **Climate**

The panel member specialist welcomed the change of materials and height reduction. Going down to 30% in embodied carbon overall, and 15kg per square metre is a great improvement. She is pleased with the choice of materials, and with the proposed use of a materials passport to plan for end of life re-use. She welcomes the landscape improvements and the gestures to the Botanic Gardens.

The panel member specialist supports the reduction in carparking spaces, bike parking provision for different types of bikes, and the cycle parking being on the ground floor with two entrances. She understands the response to the orientation of the building and solar thermal gain for the design glazing, and the consideration of future proofing under BREAM. In terms of the circular economy and the studies on materials re-use, this should continue to a detailed plan.

### **Community**

The panel member specialist said she hopes the Local Planning Authority and the Highways Agency officers can collaborate on the public realm and can agree to the proposed external materials for the ground floor surfaces. She is pleased with the team's research engagement with local businesses, neighbours and cafes. She advised that the applicant should safeguard/enable the building design and infrastructure so for hot food production by future commercial or otherwise tenants on the ground floor. The team did not speak about whether there will be just one tenant or whether different tenants on each floor. She is pleased with the roof terrace and encouraged by the planting strategy. She suggested having solar shading/weather protected on the terrace upstairs and making them accessible in all seasons and all weathers. This should be possible on this scale of commercial building and part of the buildings USP in Cambridge.

### **Inclusive Design / Accessibility**

The panel member specialist welcomed the changes to the scheme and felt that the entrance is becoming more legible. She would like to see textual differences in the paving here. She welcomed the more accessible parking but is not clear where the drop off will be for the entrance area. How will cyclists coming from Station Road be kept separate from pedestrians going to the cycle park entrance at the rear? She does not know if there are any cycle lanes on the roads next to the site. If there are none, the applicant should take this into account, especially where they want to use the outside parking space.

For nighttime visibility, she could see there is more lighting but advised avoiding clutter that will adversely affect the sight lines. It is important to consider visually impaired people where there is cycle parking at the rear of the building. It will be active during day but at night it will be less busy so there is a need to make it a safe area without clutter.

For external furniture, provide arm rests and back rests on seats. For wayfinding, sign areas beyond just the entrance, like the cycle storage area. Between the existing terraces and your building, the planting has been taken right into the corner. How will this planting be maintained, will it receive sufficient sun and rain, is it viable?

## **Connectivity**

The panel member specialist welcomed the ground floor cycle parking and dual access, which will reduce the need for cyclists to negotiate the junction. Cycle routes from the south need to be considered. There is quite a lot of commuting traffic that comes up Hills Road that will use the crossing south of the site and then manoeuvre through the landscaping area (Pocket Park) to get to the cycle parking. There will be a fair amount of cycle movement on that route and the applicant need to make sure there is space through this part of the pavement for cyclists not to conflict with pedestrians.

If movement numbers change significantly when the development starts on the west side of Hills Road, more people will be trying to head through this area. This will need to be considered carefully.

## **Character – Landscape**

The panel member specialist was pleased with the public art proposals. In terms of views, she advised the team to consider the scale of the art and how it will appear close up, at eye level, as well as in long distance views. The external lighting will help with navigating the site but be careful as it can adversely affect or conflict with the planting or affect biodiversity. Having an active frontage on Station Road reinforces the wayfinding.

In general, having three landscape spaces works well, and there is a clear strategy for how they will work. On the west façade, having a large tree is a strong gesture and important for the street scape.

In terms of materials, the approach from Station Road looks good. The applicant needs to consider whether the materials reflect the building or the surrounding hard landscape, how they differ in the pocket park area and whether you want to establish different identities for different areas or to have a more uniform approach.

The panel member specialist is concerned that the planting on the colonnade seems bolt on, superficial, out of character and scale with what's happening elsewhere on the building. She suggested omitting this planting and explore other forms of decoration of the colonnade. Could the applicant consider bringing in some texture and detail on the columns, whether it is something very simple or sculptural signage. The CGIs showed planters put up against the colonnade in a different material.

For this space in Station Road, is it read as a single space that is totally open or do you recognize that actually most people walk either side of the columns so that planters could extend between the columns and help define these two routes. It could be worthwhile doing something different with the linear route in the covered space. The applicant needs to be strong and definite in their landscape provision. At the moment, this area does not have the strength and clarity of the other landscaped areas.

The approach of bringing the lime trees in the rest of Station Road in front of the new building works well. There may be a couple of other spaces to put a big tree and she raised the question of canopy size of the Ginko and whether it was fastigiate in the southern area, rather than smaller trees. (The local authority has encouraged the team to place a large tree opposite Botanic Place).

The panel member specialist was not sure if seating is needed in the Hill Road planting area. Do you want to encourage people to sit on this busy route? Maybe you want to encourage people to carry on their walk, so you would not need seating? It

seems like a gateway space and so she recommends keeping it simple and uncomplicated.

### **Character – Conservation**

Referring to her previous comments, the panel member specialist spoke about the relationship to the smaller buildings on the opposite side of Station Road. The larger park on the nose of the building is a successful break between the taller and smaller buildings. It is quite a difficult challenge to distinguish between these separate buildings. It might be helpful to provide some images of when the trees are first planted and in 15 years' time to show how their growth will change these views.

The proposed street level is a successful choice for the placement of the sculpture, (where there will be greater interaction). She encourages the designers to take this further and include more references to the craft of Rattee and Kett, and like other specialists, she suggests exploring opportunities for this around the columns to the colonnade in lieu of the climbers, or to the soffit/internal surface of the colonnade. The lusher elements of landscape, at the corners of the scheme, are successful and draw your eye.

The panel member specialist is pleased with the building dropping in height by one storey. In terms of long-range views, it is now hardly visible. She understands the argument that a lower building looks “stumpy” and dropping the massing further would destroy the verticality of the end elevation, which is quite successful. The use of material will be critical. She likes the Limestone brick, with its shells, but is less convinced about the smoother Sandstone, which is rather pinker in colour than Cambridge stock brick.

### **Character - Architecture**

The panel member specialist agrees that overall, the massing strategy is really successful and the proposed height building are fine in the context of the buildings across Hills Road.

Referring to the drawings on page 29 of the presentation (planar facades vs interlocking masses), the interlocking masses arrangement is well resolved, in terms of the overall townscape impact, and the varying building heights successfully address the three different settings of the elevations. If the building was further reduced in height, it would lose the sense of verticality of the elevation facing across the road to Botanic House.

However, it is a shame that there is the potential to have both forms of expression within the elevations. Trying to do everything with the brick frame is limiting the different qualities for the Station Road, Hill Road and Botanic Garden elevations. If the expression of the windows, inside the frame, had more variety then this might help the stone frame from having to work so hard. The change in the choice of stone helps separate the two masses, and holds the whole scheme together, but he thinks you could get a greater variety in the elevations by bringing the glazing into play. Colour could be added inside the frame or a heritage-based pattern or further subdivision or fritting.

The panel member specialist knows that officers are talking about developing a hierarchy of the façades, being vertical on the corners and then signing the route to the station, with less emphasis going along Hills Road. Whereas the current design has less differentiation and is dominated by the stone grid. He believes that it is possible to use the openings inside the frame achieve both qualities.

For the CGI of colonnades on Station Road, (on page 27 of the presentation), the appearance is not convincing. The planting on the columns seems weak. The use of art or colour or more texture on the columns could help the colonnade become more “civic” or more “massive” In the same image, there is not much stone left in-between the windows and so it might not be experienced as the “base” material for the building. If the windows get narrower in response to overheating, it will have the merit of presenting more of the stone material. Overall, he is pleased with the massing but there could be further improvements to the detailing to create more variety in the facades.

The stepping down in the massing that creates the roof terrace is successful but there is a concern about its use by people on a rainy winters evening and beside a busy road. It might be possible to introduce openings or setbacks in higher part of the west elevation, addressing Hills Road, to help step down to the lower mass and to further gesture to the existing terrace to the south.

The panel member specialist for landscape added that the Images on pages 31 and 32 of the presentation show it is important to consider the planting 'poking' out over the façade from the roof terrace this could look incongruous and out of character from the ground. She advised them to think about what is seen from the ground. It can change the effect of the lines of the building.

The panel member specialist for Character (Architecture) felt that in reviewing the ground floor plan (on page 42 of the presentation), entering the cycle store from both sides is positive but he still wonders if changes could be made to enter the main lobby from both sides of the building by adding a 2nd pedestrian entrance on the Hills Road side. The floor plan currently shows a fire corridor that could offer this connection and there is a small area of cycle parking that occupies active frontage. On this subject, Ron German, the Development Manager from Stanhope replied that there are difficulties with this option in that it is not a large enough building to justify having 2 entrances. Ron German mentioned that they propose an estate management office room on the ground floor that is accessible and visible in this area (rather than being in the basement), so they prefer not to have another entrance space.

The panel member specialist for Character (Architecture) continued that provision of a 2nd entrance would make that side of the building safer and accessible, particularly in the evening. Regarding entrances, The panel member specialist for Community commented that a lot of future employees would be using the cycle entrance to enter the building and so this entrance area will need to be of scale, welcoming, well-lit and highly visible, with a direct access into the main lobby.

## **Chair's Summary**

### **Climate**

The panel member specialist had felt that there had been an improvement to sustainability aspects of the proposal. She picked up the point about the BNG target forecast which needs correcting. She is pleased that you have begun to address circular economy issues with the information provided in your presentation.

### **Community**

The panel member specialist is delighted with the revised proposals and understands that there needs to be agreement between LPA/HA about bringing the proposed high-quality materials to the public realm. She is impressed by the proposal to build social value; not every developer has a charitable foundation! It is good that you these benefits are being researched now but accepts that any delivery will be four years in the future. It might be a challenge for the community service to be located on this busy corner. Sometimes they are quite fragile, but it is great that this is being addressed at this early stage.

The panel member specialist for Character (Architecture) referred to how the Community specialist Panel had earlier asked about how the offices will be occupied. Ron German responded that their market research suggests that there could be several tenants or a single tenant interested in occupying the building, as with the neighbours. The floor plates have been designed to be sub-divided, and Stanhopes current assumption is that this will be a multi-let building.

### **Accessible design**

The panel member specialist had welcomed the steps taken in design development. The applicant needs to continue to consider the detail: how you would get to the front entrance, lighting and surface materials that would enhance the visitor experience. If the ground floor is highly glazed, how do you tell the difference between the cafes

and offices? For nighttime and winter afternoons, when it gets darker, safety and accessibility for cyclists and pedestrians needs to be carefully considered.

## **Connectivity**

It is the classic thing in Cambridge of pedestrians versus cyclists, so achieving safety on what is likely to be a busy site will need careful thought. The panel are applauding all the trees but in a couple of years, they could present obstacles for people. Ron German commented that their space syntax modelling work has taken into account the future population and so this is accounted for in the designs. The Chair added that the scheme will benefit from all parties including the Highway Authority providing suitable pedestrian crossings and access arrangements to the site.

## **Character - Landscape**

The chair summarised that the panel member specialist for Character (Landscape) was supportive of the three different areas of landscape but not supportive of the seemingly superficial planting on the columns which were compared with hanging baskets. There was a tree discussion, and she was pleased with the choice of large trees. It is recommended that the team substitute what is on the columns and take care about the landscape on the roof decking, they need to think how it will look from the ground and how it works throughout the year. She reiterated that in replacing the planting on the colonnade, she would like to see something high quality that puts it in a positive light and could refer to the history of the building or the art of carving or form of signage etc.

## **Character - Conservation**

The panel member specialist was generally supportive of the massing and the team's CGI videos of the proposals had worked well in describing the dynamic experience of the proposed massing. The long view drawings, that the team shared did not show any significant visual impacts, although they were very small-scale images. The panel agreed that the heights of the building are appropriate in this

context, and the main facade should not be any lower because the massing in this view starts to get “stumpy”. The team have worked hard to make the building sit well in highly specific site and have succeeded in doing this.

## **Character – Architecture**

See detailed comments above

In a brief session of follow up discussion with all meeting attendees, officers asked about the chair's view of the elevation on Hills Road (the drawing on page 32 in the presentation pack). The Chair replied that all the way around the building, the stone framing works at a city scale but architecturally there might be more variety in the elevations, and the Hills Road elevation might step down or open up at high level to address its lower neighbour. The Chair suggested the team focus on the inset within the frames, to differentiate the Hills Road elevations from Station Road. This might be a setback or the use of a different material. The transition in heights is still quite abrupt and so that could be improved. The Botanic House elevation has verticality and that sets the height, then the Station Road elevation has the colonnade that points towards the Station and Hills Road elevation can step down to the adjoining terrace.

On this subject, the panel member specialist for Character (Conservation) spoke about how the panel had discussed this response to context before the meeting, and the preference for the building to direct people down Station Road rather than down Hills Road. The panel discussed whether this is best done via a massing change or an alternative method with the architecture e.g. at pedestrian height level or street level and reiterating the panel's earlier references to craft or the Botanic Gardens on the colonnade or the soffit.

The Chair concluded that if more shadow was added or the windows changed inside the stone frame, it would make a lot of difference to the variety of the elevations. If the modelling was relatively modest down the Hills Road side but quite striking on

the Station Road, then this is going to contribute to making clear that is the more important façade and help people find the entrance and its link with the station. The panel member specialist for Character (Conservation) agreed, that historically, more decorative/embellished façade would have signalled the more important side of the building.



*Updated Proposal - Viewed from the Botanic Garden entrance, extracted from Kett building DRP presentation (August 2025)*



*Landscape strategy – updated proposal – extracted from Kett building DRP presentation (August 2025)*



*Landscape strategy – Level 6 roof terrace – extracted from Kett building DRP presentation (August 2025)*



*CGI – extracted from Kett building DRP presentation (August 2025)*



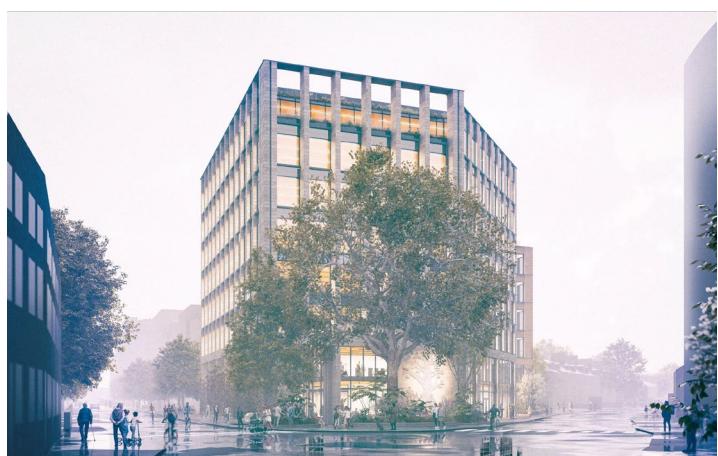
*CGI - Station Road looking west – extracted from Kett building DRP presentation (August 2025)*



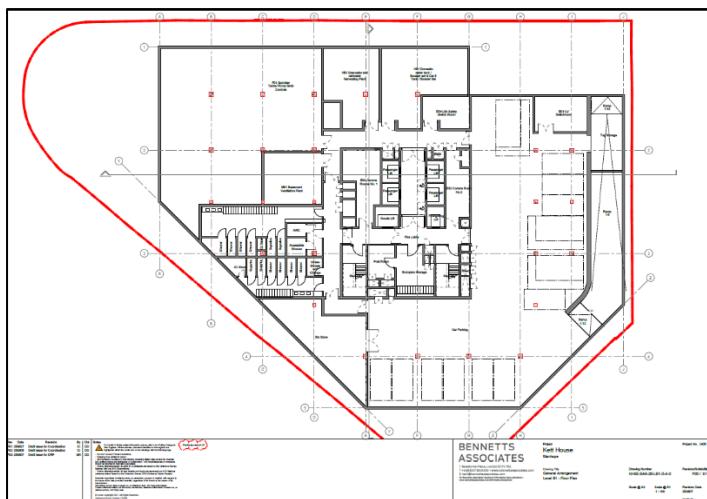
*CGI - Hills Road looking north – extracted from Kett building DRP presentation (August 2025)*



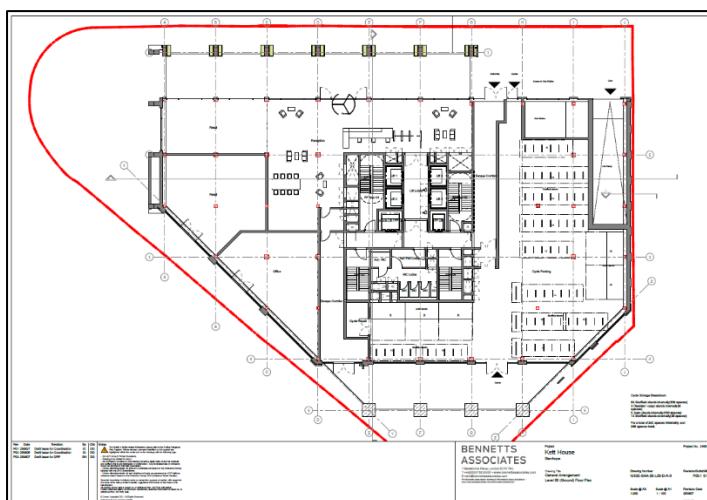
*CGI – Station Road extracted from Kett building DRP presentation (August 2025)*



*CGI – looking south east - extracted from Kett building DRP presentation (August 2025)*



*Basement floorplan - extracted from Kett building DRP presentation (August 2025)*



*Ground floorplan - extracted from Kett building DRP presentation (August 2025)*

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## The Greater Cambridge Design Review Panel

Pre-application ref: PPA/24/0044

Kett House, Cambridge

Thursday 8 May 2025, In-person 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:

Russell Brown (Chair) – Architect and Founding Partner at Hawkins Brown Architects - Character

Fiona Heron – Founder at Fiona Heron Limited - Character – Landscape

Angela Koch – Founder at Imagine Places – Community

Dave Murphy – Transport Consultant, Associate at Momentum Transport Consultancy – Joining online – Connectivity

Nopi Exizidou – Head of Net Zero Transition at the British Antarctic Survey, Cambridge & Antarctica – Climate

Teri Okoro – Director and chartered architect – Inclusive Design Access

Nicki Whetstone – Associate Director at Donald Insall Associates - Conservation

### Applicant and Design Team

#### In-Person Attendance

Laura Collins, Stanhope (Development Manager)

Ron German, Stanhope (Development Manager)

Peter Fisher, Bennetts Associates (Architect)

Rob Bearyman, Bennetts Associates (Architect)

David Dawson, Bennetts Associates (Architect)

Robert Myers, Robert Myers Associates (Landscape Architect)

Amedeo Scofone, Hilson Moran (Sustainability)

Kate Hannelly-Brown, Bidwells (Heritage)

Mike Derbyshire, Bidwells (Planning)

Jennie Hainsworth, Bidwells (Planning)

#### Virtual Attendance via MS Teams

Jack Smith, KMC (Transport)

Jodie Welch, KMC (Transport)

Martina Sechi, Bidwells (Townscape)

Sarah Wearing, Bidwells (Heritage)

Alfie Hood, Bidwells (Planning)

Isabel Czech, Bennetts Associates (Architect)

Mary-Joe Daccache, Hilson Moran (Sustainability)

### **LPA Officers:**

Tom Gray – Principal Planner and case officer

Tom Davies – Senior Urban Designer and DRP Manager

Henri Comrie – Principal Urban Designer

Bana Elzein – Principal Landscape Architect - online

Charlotte Howe-McCartin- Principal Conservation Officer - online

Brooke Moore – DRP/Business Support Officer

### **Declarations of Interest**

The DRP manager asked if there were any Declarations of Interest for DRP members. Dave Murphy informed members that Stanhope have been a client of his company in the past, for different schemes, and this included Laura Collins as the Development Manager. The bulk of that work was completed in 2022/23. The panel agreed that this was not a conflict of interest.

### **Previous Panel Reviews**

There had been a previous Design Review Panel Meeting (DRP) about the scheme on 25<sup>th</sup> May 2023.

### **Community**

Considering the number of additional workers accommodated in this building (about 500+ perhaps) and the new buildings opposite (Botanic Place, about 2500+ perhaps) once occupied, the applicant is well advised to reconsider the functional and social aspects the space between the two new buildings on Hills Road. This is important work with the highways authority. A successful resolution will help the positive positioning of all tenants in the building, employee/street user enjoyment and safety and help especially amenities including retail fronting on Hills Road to be successful. A second pedestrian crossing over Hills Road and considering the spaces between the two new buildings and the junction as one piece of rather very busy public realm is recommended.

The panel member specialist considers zooming out and in developing an understanding a more contextualised identity of this corner 3 destinations that attract large number of people to and through this area. They are a) the busy Station with Station Road and its rather ridged formality of commercial buildings, b) centuries of layered richness City Centre heritage and the huge and extraordinary, interesting Botanic Gardens. That botanic beauty, the wilderness and 1st living heritage is not well represented in the entrance area and junction to the Botanic Gardens and the Visitor Centre at the moment. With the Kett heritage in exquisite stone masonry and wood carving craftsmanship, the panel member specialist suggests exploring how new building and its spaces at ground level, could connect and celebrate this 'botanic' context and heritage. A USP that could help the building stand out in what looks like a busy and highly competitive local office market. The new building with the proposed colonnade along Station Road and spaces along Hills Road could perhaps do the job the current entrance and junction design does so poorly, creating a vibrant, seasonally changing and welcoming environment. Reusing existing materials for the new building could shape and root the building and its community in the existing place.

The panel member specialist suggests exploring local partnership working with the Botanic Garden to open up the Botanic Garden to future employees so they can use it for instance for lunch breaks, runs or any other physical or social activity before, during and after work.

The panel member specialist recommend more than one main entrance to the building for employee to allow for a more balanced flow of movement through the building. The applicant could explore a second entrance to the office uses above from the busy Hills Road side and in addition to the one onto Station Road.

The panel member specialist recommends the Thermal comfort of users' needs to be considered including for pedestrians and cyclists, as there will be several taller buildings framing this junction once the works are completed. She recommends the 'Thermal Comfort Guidelines for development in the City of London' as a methodology bringing the various aspects of user comfort into one coherent and pragmatic approach.

## **Inclusive Design / Accessibility**

The panel member specialist thought that the location for access and servicing for the new building need to consider everyone's diverse needs, including distance to the nearest bus stop and pedestrian crossings. She recommends having a second pedestrian entrance otherwise it will be a long walk around the building from the Hills Road side to the single entrance on Station Road. The applicant needs to consider the location of a drop off zone for disabled people and how people will transition safely around and through the building. The applicant needs to consider nighttime use, in terms of lighting for the landscape and public realm and to maintain passive surveillance in and out of the building.

## **Character – Conservation**

The panel member specialist was less concerned about the adverse impacts on the immediate designated (Listed) heritage assets in the area (e.g. The Church of Our Lady of the Assumption and the English Martyrs on Hills Road), having seen the videos of the dynamic views. She supports the way that the building elevation, on Station Road, has a relationship to the neighbouring commercial buildings running back to the Station as opposed to the Botanic Place development. The proposed massing and height responds less well to the smaller neighbouring buildings and buildings of local interest. A reduction in height would improve this relationship.

The panel member specialist is concerned about the proposed height in terms of the impact on the long views from the City Centre. She would recommend that the building is lowered by 2 or 3 storeys. This would be a highly visible tall building when viewed across Cambridge. She supports the simplified design and massing and considers it a significant improvement on the scheme proposed at the previous DRP meeting review in 2023.

The panel member specialist recommends celebrating the historic significance of the former Rattee & Kett site as a “workshop for master masons and carvers” in some way, and integrating the large, well known, mural on the corner of Kett House.

Perhaps the design could add craft based or carved features as a gesture towards the heritage of the site as a builder's yard.

### **Character – Landscape**

The panel member specialist felt that the new proposals were a simple and sensitive approach. She was pleased with the break-up of the massing with 6 and 9 storey blocks. She supports the building line along Station Road being continued. She liked the proposed greening on Station Road but has some concerns about the detail design of the colonnade. Colonnades can look good in large public spaces, but they can seem dark in the English climate, and they can be awkward for accommodating trees and landscaping. The existing arrangement with the set back to buildings, and the landscaping along Station Road is successful, and people use the spaces created.

The panel member specialist queried who would use the proposed planting areas in the southwest corner of the site of Hills Road? She was pleased with the large trees and paving proposed for the public realm on the junction. There are a lot of empty offices on Station Road and so landscape can help bring vitality to the area. The applicant needs to carefully consider the relationship between the proposed trees and the vision line to the building, and how the roof terrace area links to the ground. The existing mural is well loved – it is worth exploring ways of incorporating it into the new building rather than introducing new public art.

The panel member specialist suggested trying to emphasise that there are two linked buildings, rather than a single building, through different materiality. The colonnade needs to define a simple, open space to ensure lots of people use it and it functions as truly part of the public realm.

### **Climate**

The panel member specialist emphasised the merits of retrofitting rather than the proposed option of demolition and new build; so strong evidence in support of the preferred option would need to be provided at any future council planning committee.

The panel member specialist was pleased with the sustainability targets proposed. The applicant needs to aim high in terms of the carbon emissions produced by the creation of a basement carpark. She queried the necessity of providing a carparking considering the short distance to the railway station and the city centre. She commented on how there is already a lot of traffic congestion in this area which may put people off driving to the site. She was pleased with the location of the bike parking at ground floor. The applicant should consider the digital carbon footprint, as well as energy and water use, in terms of the future operation of the building.

The panel member specialist emphasised that, if the applicant is going to pursue a complete rebuild option for the site, then they need to explore the reuse of materials in detail and set string targets at the outset of the design, to support their case.

### **Character - Architecture**

The panel member specialist supported the massing and entrance on Station Road and the way the building form refers to the neighbouring commercial buildings along Station Road, rather than curved buildings on Hills Road. He supported breaking the building form into 2 parts with different heights, but 9 and 6 storeys might be a storey too tall. The new building probably should not be taller than the Botanic House sited on the opposite side of Hills Road, so that this remains the landmark on the junction and in long views. He does not consider there to be significant adverse impacts on long views from the City Centre of a new tall building. The panel member specialist advised that the proposed “linear park” and colonnade on Station Road will not work as public realm if the colonnade is too low and not generous in scale. It will be challenging to make the new public realm continuous with the neighbouring buildings (like the Workspace building). He advises against large American-style colonnades such as at Liverpool Street. It will need to have a special treatment with e.g. distinctive lighting, colour, landscaping (gesturing to the Botanic Gardens), some building crafts, retention of historic material etc.

The panel member specialist advises deferring, to some extent, to the neighbouring terrace of little ‘Buildings of Local Interest’ on Hills Road (Eastbourne Terrace and

College Terrace) so that these are not dwarfed or overlooked by the roof terrace. He commented that Station Road and Hills Road are very busy and noisy in terms of traffic and pollution, so that the roof terrace may not be a popular place to work or relax, although it is south facing.

## Connectivity

The panel member specialist commented on the context, and how the under construction and approved schemes on the other side of Hills Road will mean increased footfall for this area, and more use of the Southside of Station Road as a result of the potential crossing arrangement/improvements. He highlighted how the Greater Cambridge Partnership's Cycling Plus scheme proposals (page 16 in the presentation pack) will alter the junction layout and crossing point. This will affect the public realm on the southwest side of the proposal's site.

Care will need to be taken around the northwest, "nose", of the building to divert people to walk down the colonnade to the Station and the western frontage – with a particular benefit for footfall for retail frontages. The small landscapes/areas on Hills Road should not be dark or secluded. This could be avoided by having dual cycle/pedestrian access to the building for better connectivity. Considering the site's location within the city, the site's proximity to the station and its large carpark, the minimal number of carparking spaces (to meet policy requirements) should be provided. The applicant should try to enhance the non-car travel options for coming to the site.

## Chair's Summary

As part of the ambition to deliver an attractive and successful building and place of work and from the community perspective; the applicant should start to fully consider the social aspects and opportunities of this site, its changing context and design proposition. The number of pedestrians and cyclists in the area (3000+) can be expected to significantly increase because of the arrival of two new development projects. Safe, attractive and welcoming, perhaps even seasonally changing street

level experiences and connecting with local destinations should be considered. Especially the Botanic Garden and the site's Kett Heritage could provide some fertile ground for inspiration and detailing of the proposals while staying true to the Applicants clear commitment to elegance, craftsmanship and beautiful landscape. Further, the flow through the building and needed amenities for tenants, employees and visitors need to be considered in the forthcoming design development.

Ensure good, clear access for all users, in terms of pedestrians and cyclists of all abilities, for entering and navigating the building safely and avoid unnecessary obstacles. Appropriate lighting should be provided after dark.

In terms of the building's location in a conservation area; panel members do have concerns about its height, in terms of its visual impacts in long views. Is it a landmark building or not? And should it be lower than Botanic House and Botanic Place?

For the architecture, the form of the building, the stone and timber materials and the way it talks to its neighbours on Station Road is supported, but the way the building relates to the low terrace of neighbouring buildings on Hills Road needs to be carefully treated to ensure that these Buildings of Local Interest are not dwarfed.

For the landscape, creating a botanic "wildness" could have exciting possibilities. The large trees planted at the perimeter and the designs encouraging movement of people along the Southside of Station Road, is welcomed. There needs to be very careful, special treatment of the colonnade to enhance this experience and achieve the wider urban aims of the scheme.

For climate, the applicant needs to aim high for the sustainability targets. Strong evidence will need to be provided that new build, rather than retrofitting, this large building is the most sustainable option.

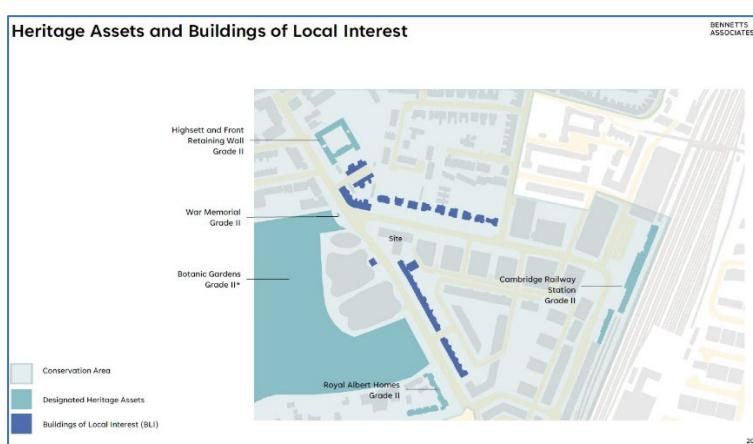
For connectivity, minimise the car parking provision where possible. It is a very sustainable location and try to enhance the non-car travel options for coming to the site.



*Existing building – extracted from Kett building DRP presentation (May 2025)*



*Existing location – extracted from Kett building DRP presentation (May 2025)*



*Heritage assets and buildings of local interest – extracted from Kett building DRP presentation (May 2025)*



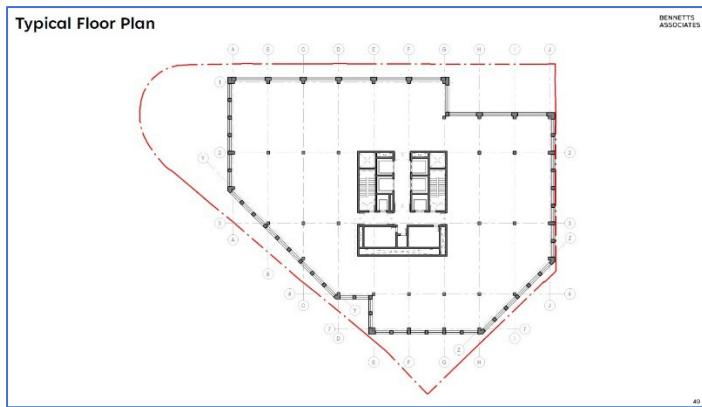
*Existing Public Realm – extracted from Kett building DRP presentation (May 2025)*



*Proposed Public Realm – extracted from Kett building DRP presentation (May 2025)*



*Proposed Ground floor plan – extracted from Kett building DRP presentation (May 2025)*



*Proposed typical floor plan – extracted from Kett building DRP presentation (May 2025)*



*Proposed massing views looking east – extracted from Kett building DRP presentation (May 2025)*



*Proposed massing views looking west – extracted from Kett building DRP presentation (May 2025)*



*Proposed massing views - From Botanic Garden Entrance Looking East – extracted from Kett building DRP presentation (May 2025)*

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**Ref. 25/01321/FUL – 190 High Street, Cherry Hinton, Cambridge, CB1 9HJ**

## **Application details**

**Report to:** Planning Committee

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

**Ward/parish:** Cherry Hinton

**Proposal:** Demolition of existing dwelling and erection of a 2.5-storey 9 bedroom 9 person large HMO (SUI GENERIS) and a separate 2 bedroom dwelling (C3), and associated works.

**Applicant:** Nemer Properties Ltd.

**Presenting officer:** Melissa Reynolds

**Reason presented to committee:** Third party representations

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

**Key issues:** 1. Principle of development

2. Design

3. 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
7	Third party representations
8	Planning Background
9	Assessment
10	Principle of development
11	Design, layout, scale and landscaping
12	Trees
13	Carbon reduction and sustainable design
14	Biodiversity
15	Water management and flood risk
16	Highway safety and transport
17	Cycle and car parking provision
18	Amenity
19	Other matters
20	Planning balance
21	Recommendation
22	Planning conditions

Table 1 Contents of report

### 1. Executive summary

- 1.1 This application proposes the demolition of the existing dwelling at 190 High Street and the construction of a 2.5-storey, 9-bedroom HMO alongside a detached 2-bedroom dwelling. The scheme has been amended to address design, amenity, access, drainage, ecology, and landscape considerations. Consultees raise no objection subject to conditions. The proposal complies with relevant Local Plan policies and is recommended for approval subject to conditions.
- 1.2 Officers recommend that the Planning Committee approve the application with planning conditions.

Consultee	Object / No objection / No comment	Paragraph Reference
County Highways Development Management	No objection	6.1
Drainage Officer	No objection	6.2
Ecology Officer	No objection	6.3
Environmental Health	No objection	6.4-6.5
Trees Officer	No objection	6.6
Shared Waste Service	No objection	6.7
Third Party Representations (9)	Objections	7.1-7.3

Table 2 Consultee summary

## 2. Site description and context

2.1 The site is a large residential plot with a frontage to Cherry Hinton's High Street. Either side (north and south) and rear (east) of the site are two-storey residential buildings. Nos. 202 and 188 are set back from the front of no. 190. Beyond these, development steps forward, roughly in line with the existing frontage on no. 190 High Street. Opposite the site (northwest) are two-storey dwellings. 21 Wenvoe Close, to the east, has a side elevation facing the site and 22 Wenvoe Close has a short rear garden and its rear elevation facing the site. A narrow footpath separates these properties from the rear (eastern boundary) of the site.

2.2 The existing dwelling is a hipped-roof bungalow with attached flat roof garage. The rear garden is lawned and there are no trees or other features of note.

2.3 There is a mix of housing types and architectural styles in this part of High Street and most properties are of postwar or modern period. Most development is two-storey and residential in scale.

2.4 High Street is classified as a C-road and has cycle lanes on each side of it. It has footpaths and a green, tree lined verge to the street. Fishers Lane bus stops are located just south of the site and are served by regular route 1 buses. The site has a crossover from High Street that provides vehicular access. This is close to the railway crossing. It was noted that traffic queues past the site when the crossing gates are down.

2.5 As noted from the planning history and constraints set out above, there are no planning restrictions on development of the site.

2.6 The application property is within a built-up area. The site is within the Cambridge Airport Air Safeguarding Zone (structure greater than 15m) and Lord's Bridge Consultation Area.

### **3. The proposal**

3.1 Demolition of existing dwelling and erection of a 2.5-storey 9 bedroom 9 person large HMO (SUI GENERIS) and a separate 2 bedroom dwelling (C3), and associated works.

3.2 The application has been amended to address representations and further consultations have been carried out as appropriate. These amendments include:

- Amended site layout, reducing the defensible space at ground floor level and increasing the size of the amenity space to the rear.
- Amended site access to realign the pedestrian and vehicular visibility splays in line with the comments made by the Local Highways Authority, dated 6th May 2025.
- Removal of the dormer windows on the south elevation of Block A and insertion of roof lights.
- Block A set back so that its rear elevation is broadly aligned with that of no. 202.
- Removal of car parking spaces for Block B and car parking space for Block A reduced in size.
- Reduced height of Block B from 5.2m to 4.7m and building sited more centrally on the plot.
- Reduced amount of hardstanding area.

- Waste and Recycling bins amended to align with Council's Waste and Recycling Strategy.
- Relocated the bins for Block B closer to the road for collection purposes (25m).
- Provided an Eastern visual of the proposal.

3.3 The amended plans, dated 16 October 2025, are those being considered in this report.

#### **4. Relevant site history**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
C/67/0242	Erection of private bungalow and garage	PERMITTED

Table 3 Relevant site history

4.1 The existing bungalow was approved and built in the 1960s. There is no other planning history for it.

#### **5. Policy**

##### **5.1 National policy**

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

## Equalities Act 2010

### 5.2 **Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation - December 2025 to January 2026)**

5.2.1 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.

5.2.2 Following endorsement by Joint Cabinet in November, the draft JLP will proceed to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.

5.2.3 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF but represents an earlier stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making

### 5.3 **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: Strategic transport infrastructure  
Policy 8: Setting of the city  
Policy 9: Review of the Local Plan  
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use  
Policy 29: Renewable and low carbon energy generation  
Policy 31: Integrated water management and the water cycle  
Policy 32: Flood risk  
Policy 34: Light pollution control  
Policy 35: Protection of human health from noise and vibration  
Policy 36: Air quality, odour and dust  
Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge  
Policy 48: Housing in multiple occupation  
Policy 50: Residential space standards  
Policy 51: Accessible Homes  
Policy 52: Protecting garden land and the subdivision of existing dwelling plots  
Policy 55: Responding to context

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

#### **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

#### **5.5      Supplementary Planning Documents** (prepared in parallel with the Local Plan preparation and shortly to be adopted by the Executive Councillor by an out of cycle decision)

Health Impact Assessment

#### **5.6      Other guidance**

Greater Cambridge Housing Strategy 2024 to 2029

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

Cambridge and Milton Surface Water Management Plan (2011)

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

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Cycle Parking Guide for New Residential Developments (2010)

## **6. Consultations**

### **Publicity**

Neighbour letters – Y

Site Notice – Y

Press Notice – N

### **County Highways Development Management - No Objection**

6.1 Requests conditions relating to driveway falls/levels to prevent water runoff; bound material for first 5m of the driveway; and an informative about separate highway consent.

### **Drainage Officer – No objection**

6.2 Conditions are recommended in relation to surface and foul water drainage schemes.

### **Ecology Officer- No Objection**

6.3 Conditions are recommended in relation to a nest boxes scheme, and Biodiversity Net Gain (BNG) Plan.

### **Environmental Health - No Objection**

6.4 Considers amenity, noise, dust, construction impacts can be protected through planning conditions securing: construction hours, piling, dust control; and an alternative ventilation scheme for traffic noise.

6.5 It is noted that the proposal is for a large HMO - Informatives re. HMO licensing are recommended.

### **Tree Officer- Object / No Objection**

6.6 No arboricultural objections subject to conditions to ensure tree protection methodology is applied (Arboricultural Method Statement and Tree Protection Plan).

6.7 Objects to the access being widened due to the impact on a street tree (T3).

## **Waste Services – No objection**

6.8 Requires a waste strategy and bin store design. Specific bin sizes and kerbside presentation requirements are noted.

## **7. Third party representations**

7.1 Nine representations have been received, none in support, nine in objection and none raising neutral comments.

7.2 Those in objection have raised the following issues:

- Character, appearance and scale
- Density and overdevelopment
- Design (bulky, out of character, and visually harmful compared to existing low-rise homes)
- Residential amenity impact (impacts on privacy, noise and disturbance)
- Highway safety
- Car parking and parking stress
- Cycle parking provision
- Loss of biodiversity
- Impact on and loss of trees and green space
- Drainage and flooding
- Waste management
- Fire safety
- Community Cohesion & security

7.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the

## **8. Planning background**

8.1 None – see site history.

## **9. Assessment**

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

- Principle of development
- Housing provision
- Design, layout, scale and landscaping
- Trees
- Water management and flood risk

- Highway safety and transport impacts
- Car and cycle parking
- Amenity
- Third party representations
- Other matters
- Planning balance
- Recommendation
- Planning conditions

## 10. Principle of Development

10.1 Policy 3 seeks to focus residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities.

10.2 Policy 48 supports the provision of large Houses of Multiple Occupation (HMOs) where the proposal:

- a) does not create an over-concentration of such a use in the local area, or cause harm to residential amenity or the surrounding area;
- b) the building or site (including any outbuildings) is suitable for use as housing in multiple occupation, with provision made, for example, for appropriate refuse and recycling storage, cycle and car parking and drying areas; and
- c) will be accessible to sustainable modes of transport, shops and other local services.

Suitable management arrangements are to be secured by conditions.

10.3 Large HMOs are defined as those which house 'more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom'. This falls outside the Town and Country Planning (Use Classes) Order 2010 and is categorised as *sui generis*. The important role such accommodation provides for the housing market in Cambridge is acknowledged, noting that these are 'predominantly occupied by students and young professionals'. It also acknowledges the balance between the loss of family homes and impact on the character of the area through causing parking problems.

10.4 The Council's records indicate that there are two small HMOs close to the site. The provision of a large HMO in this location is acceptable in principle, subject to the considerations referred to elsewhere in this report in relation to the other requirements of Policy 48.

10.5 Policy 52 seeks to protect garden land from subdivision unless criteria are satisfied. These include:

- a) the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
- b) sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
- c) the amenity and privacy of neighbouring, existing and new properties is protected;
- d) provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
- e) there is no detrimental effect on the potential comprehensive development of the wider area.

This report explains why officers are satisfied that the amended proposals meet the criteria in policies 48 and 52.

10.6 The principle of the development is, therefore, acceptable and in accordance with policies 3, 48, and 52 of the Cambridge Local Plan (2018).

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

- 11.1 The proposals include the development of the site for a large HMO and a detached bungalow to the rear of this. Access is proposed via the existing crossover point, with a driveway along the southern boundary.
- 11.2 Block A provides a two-storey development to the street frontage in the form of a large HMO, replacing the existing bungalow. The amended proposals repositioned this, so it is not so far forward of neighbouring dwellings.
- 11.3 The design has been revised in response to officers' concerns about the appearance in the street scene. It now provides a simpler form with gables and improved dormer detailing.
- 11.4 A small bungalow is also proposed to the rear (Block B). This will adequately reflect the existing pattern of development. It has been repositioned and lowered in height to reduce the impact on the amenity of the house and garden to the rear of it in Wenvoe Close.

11.5 There is not a lot of back-land development in this area, however, it is noted that the medical practice to the northeast and neighbouring estate development to the east of the site introduced this previously. The bungalow will not be visible from High Street and, due to its position, height, and hipped roof form, will not be harmful when viewed from Wenvoe Close.

11.6 The layout has been revised to address concerns about the access arrangements and amenity of occupiers and neighbours (see later comments on amenity).

11.7 The application is supported by hard and soft landscaping proposals. These include details of:

- a) Hard surfacing materials - a mix of setts, permeable gravel, and sandstone patio; and
- b) Soft landscaping including: grassed areas, mixed planting in planters, sedum roofs (to bin and bike stores), and native tree planting.

Details of the planting specification will be required to ensure these are suitable for a garden location. This can be secured by condition.

11.8 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 52, 55, 56, 57, and 59 of the Local Plan and the NPPF.

## 12. Trees

12.1 The application is accompanied by an Arboricultural Impact Assessment. This assesses the impact of the proposal on four trees – two adjacent to the site and two within it. It notes:

- No tree removal or pruning required: The proposed development does not necessitate removal or facilitation pruning of any of the four identified trees.
- RPA (Root Protection Area) incursions are acceptable if correct methods are used:
- No services are currently proposed within RPAs. If this changes, installation must follow approved arboricultural methodologies to avoid root damage.

- Protection during construction via protective fencing and ground protection measures to prevent soil compaction and root disturbance within RPAs.

12.2 The Council's Tree Officer has initially advised that they had no objections and advised that conditions are required to secure tree protection (Arb. Method Statement and Tree Protection Plan). The amended proposals reduce the access width to a single lane, as per the existing driveway. This moves the development outside of the street trees' Root Protection Areas and largely out of the on-site trees' canopy. The impact is therefore reduced significantly. It is considered that it is unreasonable to require further revisions, based on the additional tree comments, which take a more onerous approach. The conditions initially recommended are sufficient to ensure appropriate protection measures are taken during construction.

12.3 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan and the NPPF.

### **13. Carbon reduction and sustainable design**

13.1 The application is supported by a Design and Access Statement which includes an Energy Statement (see section 6.0). This indicates that: 'Approach to Energy Efficiency The energy strategy for this development adopts a fabric-first approach, prioritising high-performance building materials and construction techniques to enhance the thermal efficiency of the building envelope. This will reduce energy demand, improve occupant comfort, and lower carbon emissions'. It goes onto set out measures that will be included.

13.2 The applicant has suitably addressed the issue of sustainability and renewable energy and, subject to conditions, the proposal is compliant with policies 28 and 29 of the Local Plan of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **14. Biodiversity**

14.1 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a preliminary ecological appraisal which sets out that: 'The biodiversity net gain assessment for the Development results in a net loss of -0.07 habitat units, equivalent to a net loss of -46.62%. There is no change to the

amount of hedgerow units present. In order for the proposed development to achieve a LPA compliant +10% BNG outcome, a total of 0.08 habitat units will need to be purchased from an approved local habitat bank to make up the deficit required.

- 14.2 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions to ensure the protection of species and the estimated biodiversity net gain is delivered.
- 14.3 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development complies with policy 70 of the Local Plan, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

## **15. Water management and flood risk**

- 15.1 The site is in Flood Zone 1 and is therefore considered at low risk of flooding. Although not within the site, the street adjacent may be susceptible to surface water flooding (1 in 1000 annual likelihood – low probability)
- 15.2 The Council's Drainage Engineer has advised that the proposal is acceptable. As the site is not in or immediately adjacent to an area of identified flood risk, it is considered that the submission of a Surface Water Drainage Strategy and Foul Water Drainage Strategy can be addressed by way of condition.
- 15.3 The applicant has suitably addressed the issues of water management and flood risk, and, subject to conditions, the proposal is in accordance with policies 31 and 32 of the Local Plan and NPPF advice.

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

- 16.1 The site is accessed via High Street. It is in a sustainable location, with good access to walking, cycling, and public transport modes. There are bus stops adjacent to the property and opposite.
- 16.2 The application is supported by a Proposed Site Access Plan, which has been amended in response to concerns flagged by the Local Highway Authority. Access to the site would not require widening and ensures pedestrian visibility splays are provided within the site.

- 16.3 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, which raise no objection to the proposal subject to conditions to secure the construction, drainage, and materials of the access.
- 16.4 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policies 80 and 81 of the Local Plan and is compliant with NPPF advice.

## **17. Car and cycle provision**

### **Cycle parking**

- 17.1 The application proposes two cycle stores for block A and B.
- 17.2 The larger for the HMO (Block A) is at the front of the site, adjacent to the road. It is conveniently located for the access and entrances to the building. It can accommodate up to 12 cycles securely.
- 17.3 A cycle store for the bungalow (Block B) will provide secure, covered and lockable enclosed for four cycles and is sited adjacent to its main entrance, within its front garden.
- 17.4 The proposed cycle parking is compliant with policy 81 of the Local Plan.

### **Car parking**

- 17.5 Car parking on High Street is limited due to the presence of cycle lanes and its proximity to the railway crossing, which means traffic can be quite busy at times throughout the day. The street is not a controlled parking zone.
- 17.6 The application site has one parking space which will be limited for use by vehicles servicing the site rather than residents.
- 17.7 Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for

car clubs at new developments to help reduce the need for private car parking.

- 17.8 The site is on a cycle and bus route, with bus stops adjacent to it. As it is close to a District Centre, day-to-day needs can be met locally without needing to travel further afield. Car-free development in this sustainable location can be supported.
- 17.9 As the space on site relates to service vehicles, an HMO management condition is recommended, which can ensure that occupiers do not use the space for parking private cars. The proposal is compliant with policy 81 of the Local Plan.

EV charging

- 17.10 It is unnecessary to require the parking space to be provided with an EV charging point, as it is solely to be used for vehicles serving the property or making deliveries.
- 17.11 Subject to conditions, the proposal is considered to accord with policies 36 and 81 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

## **18. Amenity**

- 18.1 Policies 35, 48, 52, and 57 of the Local Plan 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**

Impact on No. 202 High Street

- 18.2 No. 202 has windows at ground and first floor to habitable rooms which face westwards. The current bungalow sits further forward of it by approximately 8.4m, so the main impact is the increase at first floor. The proposed HMO would project approximately 5.7m forward of the front wall of no. 202 with an approx. 2.5m separation between its side (southern) wall and the side (northern) wall of the HMO. Given this is window facing the street, the angle of view from it, and change in ground levels (the site is at a lower level to no. 202 due to the sloping land (falling from the railway (north) towards the south)).

18.3 No. 202 has a ground floor bathroom room and a kitchen window, along with a small first floor window facing towards the site. Due to the I-shaped form of the building, the HMO steps away from the boundary at the rear so it is approx. 6m away from the side (south) wall of no. 202. The building would not extend past the rear of no. 202.

18.4 Given the separation, orientation, that these windows serve non -habitable room, and screening by the bin store to Block A, the impact is considered to be acceptable in terms of neighbouring amenity (daylight, sunlight, overbearing, and privacy).

18.5 Block B – the bungalow is proposed to site at the rear (western) end of the garden. Due to it having moved away from the boundary so it is sited 5.5m approx. from the boundary, boundary treatment including a mature hedge, and single-storey nature of this element, the proposal will not be harmful to the amenities enjoyed by its occupiers in terms of the garden, its main private outside amenity area.

#### Impact on No. 188 High Street (south of the site)

18.6 No. 188 is sited south of the application property. It is a two-storey house and has a ground floor kitchen and first floor bathroom window facing the site. The two elevations would be approx. 6.8m apart. A pathway and soft landscaped areas would separate the two. No. 190 has a 1.6m (approx.) high timber fence to the boundary.

18.7 The proposed HMO would have ground, first and second floor windows facing towards the side wall of no. 188. These windows serve: the ground floor kitchen, entrance corridors to the ensuite and bedrooms bedrooms (rooms 3 and 8) at ground and first floor, and rooflights to rooms 9 and 10 at second floor. In addition, a side door to a corridor linking the south to the north secondary entrances.

18.8 The layout has been designed to ensure that no overlooking or loss of privacy is created. In addition, due the footpath, landscaping and boundary treatment intervening no harm to the adjacent non-habitable rooms will result.

18.9 The bungalow at the rear is sited away from the boundary. Block B. Due to the position away from the boundary and northwards, boundary treatment, and single-storey nature of this element, the proposal will not be harmful to the amenities enjoyed by its occupiers in terms of the garden, its main private outside amenity area.

### Impact on No. 21 Wenvoe Close

18.10 No. 21 Wenvoe Close is a two-storey house to the east of the site. It has no windows facing the site and its rear, private garden is beyond the site boundary (southeast of it). It is separated from the site by a public footpath. The eastern (rear) boundary to the site and this path is marked by a 1.8m high timber fence. The proposal will not be harmful to the amenities of occupiers of this dwelling due to the relationship described.

### Impact on No. 22 Wenvoe Close

18.11 This property a two-storey house to the east of the site. It has a short rear garden which backs onto the footpath which separates the two properties. It has a small rear conservatory and first rear facing windows looking westwards towards the site.

18.12 The application has been amended so that the height of the bungalow is reduced and its position has been moved southwards so that is not so close to the rear boundary of the short garden to no. 22. Consequently, the proposal will not be harmful in terms of overbearing, overshadowing / daylight, privacy, overlooking, outlook.

18.13 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, 48, 52, and 57 of the Local Plan.

### Future occupants

18.14 The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
Block A	9	9	3	138+	274	+136
Block B	2	4	1	70	79.1	+9.1

Table 2 Table showing size of residential units in comparison with the policy requirement

18.15 The proposed HMO (Block A) is larger than the space standards for dwellings sets out, hence appearing to overprovide in terms of space

standards. The bungalow (Block B) is an appropriate size for the type of unit proposed.

### **Garden size**

- 18.16 The application has been amended to ensure that the layout provides adequate outdoor amenity spaces for both units whilst balancing the need for occupiers to have privacy and to avoid noise and disturbance.
- 18.17 Each property would benefit from a private garden area or communal amenity space which would provide space for outdoor activities, drying washing etc.

### **Accessible design**

- 18.18 The Design and Access Statement submitted does not refer to whether the proposal would comply with Building Regulations requirement part M4(2) and therefore, officers consider that a planning condition is required to ensure that this is complied with and that the layout and configuration enables inclusive access and future proofing.
- 18.19 The development can comply with the requirements of Part M4(2) of the Building Regulations and would therefore comply with policy 51 of the Local Plan of the Local Plan. As noted, a condition shall be added to ensure that the proposal is built to the Part M4(2) requirements.

### **Construction and environmental health impacts**

- 18.20 The site is accessed via a busy, C-classified road. It is considered necessary and reasonable to require a construction traffic management plan to be submitted prior to commencement of development.
- 18.21 The Council's Environmental Health Team has assessed the application and recommended conditions to protect neighbours during construction.

### **Summary**

- 18.22 The proposal adequately respects the amenity of its neighbours and of future occupants. The associated construction and environmental impacts would be acceptable. Subject to conditions, the proposal is compliant with policies 35, 48, 52, and 57 of the Local Plan.

## **19. Other matters**

### **Bins**

- 19.1 The application is supported by a plan showing the refuse strategy. This details locations for bin stores to serve the HMO and bungalow, and a collection point adjacent to the highway. Plans of the proposed bins stores have been provided and are considered suitable for the type and amount of bins required.
- 19.2 The proposal is compliant with policies 35, 48, 52, 56, and 57 of the Local Plan.

## **20. Planning balance**

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

### **Summary of harm**

- 20.2 The proposal will be more prominent in the street scene than the existing bungalow.

### **Summary of benefits**

- 20.3 Provision of residential accommodation (large HMO) and a two-bedroomed bungalow to replace an existing bungalow on the site.
- 20.4 The site is in a highly sustainable location, where car-free development is supported as it is not necessary to rely on motorised travel to meet everyday needs.
- 20.5 Ecological enhancements to achieve statutory BNG via off-site credits and on-site provision can be conditioned.
- 20.6 Tree planting as part of the landscape scheme will enhance the appearance of the site and green the site.
- 20.7 Having considered the provisions of the development plan, NPPF and NPPG guidance, views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **21. Recommendation**

### **21.1 Approve subject to:**

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

## **22. Conditions**

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

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

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

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

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

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions)).

- 4 No development, other than demolition, shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include where appropriate:

- a. Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b. Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control

and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

- c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d. Details of the proposed attenuation and flow control measures;
- e. Site Investigation and test results to confirm infiltration rates;
- f. Temporary storage facilities if the development is to be phased;
- g. A timetable for implementation if the development is to be phased;
- h. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- i. Details of the maintenance/adoption of the surface water drainage system;
- j. Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

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

- 5 No development, other than demolition, shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation program agreed in writing with the Local Planning Authority.

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

- 6 No dwelling shall be occupied until a Carbon Reduction and Water Efficiency Statement, setting out how the proposals meet the requirement for all new dwelling units to achieve reductions as required by the 2021 edition of Part L of the Building Regulations has been submitted to and approved in writing by the local planning authority. The Statement shall demonstrate how this requirement will be met following the energy hierarchy of Be Lean, Be Clean and Be Green. Where on-site renewable, low carbon technologies and water efficiency measures are proposed, the Statement shall include:

- a) A schedule of proposed on-site renewable energy or low carbon technologies, their location and design;
- b) Details of any mitigation measures required to maintain amenity and prevent nuisance;
- c) Details of water efficiency measures to achieve a design standard of water use of no more than 110 litres/person/day.

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

Reason: In the interests of reducing carbon dioxide emissions does not give rise to unacceptable pollution and to make efficient use of water (Cambridge Local Plan 2018, Policies 28, 35 and 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

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

The principal areas of concern that should be addressed are:

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

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

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

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

The development shall be implemented in accordance with the approved scheme.

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

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

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

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

10 Notwithstanding the approved plans, no development above ground level shall commence until details of an alternative ventilation scheme for the HMO fronting onto High Street Cherry Hinton to negate the need to open windows and protect future occupiers from traffic noise have been submitted to and approved in writing by the local planning authority. The ventilation scheme shall be able to achieve at least two air changes per hour. It shall also include details of operational control and the noise levels of the ventilation system. The scheme shall be carried out as approved before the use is commenced or the development is occupied and shall be retained as such.

Reason: To protect amenity/human health (Cambridge Local Plan 2018 policy 35 and 36).

11 No development above ground level, other than demolition, shall commence until all details of hard and soft landscape works have been submitted to and approved in writing by the local planning authority. The works shall be fully carried out in accordance with the approved details prior to the occupation of the development, unless an alternative phasing scheme for implementation has otherwise been agreed in writing by the Local Planning Authority.

If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design (Cambridge Local Plan 2018; Policies 55, 57 and 59).

12 No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments (including gaps for hedgehogs) to be erected. The boundary treatment for each dwelling shall be completed before that dwelling is occupied in accordance with the approved details and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of biodiversity, visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57, 59 and 70).

13 Prior to commencement of development, including demolition, and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to and agreed in writing by the local planning authority before any tree works are carried out and before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition).

In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design (allowing for tree root growth and accounting for heave and subsidence), storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

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

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

14 No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;

- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the appropriate DEFRA metric in force at the time of application for discharge;
- iii) Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;
- v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

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

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

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

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

17 The approved tree protection methodology shall be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area

protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

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

- 18 The development, hereby permitted, shall not be occupied or brought into use until the parking space for service and delivery vehicles has been laid out within the site in accordance with the approved plans hereby approved. The approved scheme shall thereafter be implemented and retained as such.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

- 19 The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway and uses a bound material for the first five metres to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

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

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

- 21 The development, hereby permitted, shall not be occupied, or the use commenced, until a management plan has been submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to:
  - a) management of the property and how any management issues will be addressed
  - b) external display of contact information for on-site management issues and emergencies for members of the public
  - c) provision for refuse, cycle and car parking and drying areas etc.
  - d) details of guidance for tenants re acceptable standards of behaviour/use of the premises.

The development shall thereafter be managed in accordance with the approved plan.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents (Cambridge Local Plan 2018 policies 35 and 47).

- 22 The application site shall have no more than nine people residing within it at any one time.

Reason: A more intensive use would need to be reassessed in interests of the amenity of neighbouring properties. (Cambridge Local Plan 2018 policies 56 and 48).

- 23 The internal communal areas as shown on the approved drawings shall be provided prior to occupation of the building for the proposed use and retained for communal uses and used for no other purpose(s).

Reason: To ensure adequate internal communal space is provided for future occupants (Cambridge Local Plan 2018 policies 48 and 50).

- 24 Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwelling house(s) shall not be allowed without the granting of specific planning permission.

Reason: In the interests of protecting residential amenity.

- 25 Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the provision within the curtilage of the dwelling house(s) of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57) OR 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)).

## **INFORMATIVES**

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

## 2 Dust

In order to achieve the requirements of the dust condition, the applicant will need to provide details in accordance with Sections 3.6.155-3.6.161 (Pages 122 and 123) of the Council's "Sustainable Design and Construction" SPD (January 2020). The SPD is available to view at the following link:

[greater-cambridge-sustainable-design-and-construction-spd.pdf](https://greater-cambridge-sustainable-design-and-construction-spd.pdf)

For minor applications such as this, attention is drawn specifically to Section 3.6.156 and Table 3.16 (Pages 121 / 122) of the SPD which provide further detail on submission requirements.

## 3 Low NOx Boilers

Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

## 4 Housing Health & Safety Rating System

The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors. Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed, habitable rooms without adequate lighting or floor area etc. Further information may be found here:

<https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>

## 5 Management of Houses in Multiple Occupation (HMOs)

Management Regulations apply to all HMOs (whether or not they are licensable) and impose certain duties on managers and occupiers of such buildings. Persons in control of or managing an HMO must be aware of and comply with the Management of Houses in Multiple Occupation (England) Regulations 2006. These regulations stipulate the roles and responsibilities of the manager and also the occupiers of HMOs. Further information may be found here:

<https://www.cambridge.gov.uk/houses-in-multiple-occupation>

## 6 Licensing - HMOs

The Housing Act 2004 introduced Mandatory Licensing for Houses in Multiple Occupation (HMOs) across all of England. This applies to all

HMOs with 5 or more persons forming more than one household and a person managing or controlling an HMO that should be licensed commits an offence if, without reasonable excuse, he fails to apply for a licence. It is, therefore, in your interest to apply for a licence promptly if the building requires one. Further information and how to apply for a Licence may be found here:

<https://www.cambridge.gov.uk/licensing-of-houses-in-multiple-occupation>

## 7 Advice on information required to discharge Biodiversity Gain Condition

A Biodiversity Gain Plan to secure at least 10% increase in biodiversity value relative to the predevelopment biodiversity value of the onsite habitat as per the statutory condition as set out on this Decision Notice must be submitted to the Local Planning Authority and approved before the development can commence. In order to discharge the condition, the following information will be required:

-details of purchase and monitoring of the offsite biodiversity units, a biodiversity metric for the site, costings and evidence of appropriate legal agreements to guarantee delivery of ongoing habitat management requirements specifically:

- i. Identification of receptor site or sites with associated plans;
- ii. Details of the offsetting requirements of the development in accordance with current DEFRA biodiversity metric;
- iii. The provision of evidence of arrangements to secure the delivery of offsetting measures, including a timetable of delivery; and
- iv. A Management and Monitoring Plan, to include for the provision and maintenance of the offsetting measures for a period of not less than 30 years from the commencement of the scheme and itself to include:
  - a) Description of all habitat(s) to be created / restored / enhanced within the scheme including expected management condition and total area;
  - b) Review of Ecological constraints;
  - c) Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works;
  - d) Detailed design and working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location of proposed works;
  - e) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any proposed seed mix;

- f) Identification of persons responsible for implementing the works;
- g) A timetable of ecological monitoring to assess the success of all habitats creation / enhancement.
- h) The inclusion of a feedback mechanism to the Local Planning Authority, allowing for the alteration of working methods / management prescriptions, should the monitoring deem it necessary.
- i) Evidence that appropriate arrangements are in place to ensure the Council is funded to monitor the proposed biodiversity gain from the site(s) proposed over a period of 30 years. This would normally be in the form of a freestanding S106 agreement with a biodiversity provider which has already secured on-going monitoring contributions for the Council.

Commencing development which is subject to the biodiversity gain condition without an approved Biodiversity Gain Plan could result in your development becoming subject to enforcement action.

Greater Cambridge Shared Planning offer pre-application guidance regarding Biodiversity Net Gain here: [Apply for Biodiversity Net Gain advice](#)

## 8 Biodiversity Net Gain Informative (delete if not applicable)

Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity.

In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the Biodiversity Gain Condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

The biodiversity gain condition (as set out above at the end of this decision notice) is a pre-commencement condition: once planning permission has been granted, a Biodiversity Gain Plan must be

submitted to and approved by Cambridge City Council (the local planning authority) before commencement of the development. There are exemptions, transitional arrangements and requirements relating to irreplaceable habitat which disapply the condition from certain planning permissions, as well as special modifications for planning permissions for phased development and the treatment of irreplaceable habitats.

In the opinion of the Local Planning Authority, the approved development is engaged by paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990, is subject to the statutory Biodiversity Gain Condition and none of the statutory exemptions or transitional arrangements are considered to apply.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

#### **Background papers:**

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs



## **25/02660/S73 – Units 5 And 6 Christs Lane Cambridge Cambridgeshire CB1 1NP**

### **Application details**

**Report to:** Cambridge City Planning Committee

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

**Ward/parish:** Market

**Proposal:**

S73 to vary condition 5 of ref: 19/1674/S73 (S73 to vary condition 17 of planning permission ref C/04/0632 (Comprehensive redevelopment providing units for purposes within Classes A1(retail) and A3 (Food and drink), 15 residential apartments, the creation of new public spaces, including the re-opening of Christ's Lane, associated highway works, servicing, and landscaping) to extend the opening hours of Units 5 and 6) to vary condition 5 to read all servicing, delivery and collections shall be undertaken between the hours of 0700 to 2300 Monday to Saturday and 1000 to 2100 on Sundays, Bank and other public holidays, unless otherwise agreed in writing by the local planning authority.

**Applicant:** Tesco Stores Ltd

**Presenting officer:** Charlotte Peet

**Reason presented to committee:** Third party representations

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

**Key issues:**

- Noise/ Amenity Impacts

- Other Matters

**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
7	Third party representations
10	Planning background
11	Assessment
23	Amenity
24	Third party representations/ Other Matters
28	Planning balance
29	Recommendation
30	Planning conditions

Table 1 Contents of report

## 1. Executive summary

1.1 The application seeks permission to vary Condition 5 (delivery hours) of application ref. 19/1674/S73 to include Sundays and Bank and Public Holidays between 10am and 9pm. The report examines the need for this alteration and considers the potential impacts in terms of noise and amenity to surrounding occupiers. It is concluded, in consultation with the Environmental Health Officer, that due to the existing noise climate the proposal would not be harmful to surrounding residents.

1.2 Officers recommend that the Planning Committee approve the application.

Table 2 Consultee summary

Consultee	Object / No objection / No comment	Paragraph Reference
Conservation Officer	No objection	12.18
County Highways Development Management	No objection	12.19
Environmental Health	No objection	12.11 – 12.17
Landscape Officer	No comment	N/A
Third Party Representations	Objections	12.9 – 12.25

## 2. Site description and context

2.1 The application relates to Units 5 And 6 Christs Lane which are ground floor retail units, currently occupied by Tesco.

2.2 Christs Lane is a public right of way and a busy pedestrian route within Cambridge City Centre. Christs Lane hosts various retail units, the bus station is located to the northeast of the site. The retail frontage is designated as a primary retail frontage and is within the primary shopping area.

2.3 The site/ application property is located within the Central Conservation Area. To the north west of the site is Christs College, the buildings surrounding the courts are grade I listed and the college site is a designated historic park and garden. To the south east of the site is Emmanuel College, the buildings surrounding the court are grade II listed. The proposal is close to other grade II listed buildings (4-7 St Andrews Street, the Church of St Andrew and St Andrew War Memorial).

## 3. The proposal

3.1 The application seeks permission to vary Condition 5 (delivery hours) of application ref. 19/1674/S73 to include Sundays and Bank and Public Holidays between 10am and 9pm

**3.2** The current condition reads:

**3.3** All servicing, delivery and collections shall be undertaken between the hours of 0700 to 2300 Monday to Saturday only, excluding Sundays, Bank and other public holidays, unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure that impact of the development is managed to minimise adverse impacts upon users and occupiers of the City (Cambridge Local Plan 2018 policies 35, 55 and 82).

**3.4** Additional information on noise has been submitted whilst the application was considered, re-consultation was undertaken. This sets out the following additional information:

1. Two additional deliveries are anticipated (one for fresh goods in the morning, and an ambient delivery early afternoon)
2. This is required as fresh stock can drop from 97% availability to 84% on key items such as sandwiches over weekends, especially on Bank Holiday weekends
3. Neighbouring residential properties have been constructed to mitigate noise impact from bus station as set out in relevant planning conditions

#### **4. Relevant site history**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
19/1674/S73	S73 to vary condition 17 of planning permission ref C/04/0632 (Comprehensive redevelopment providing units for purposes within Classes A1(retail) and A3 (Food and drink); 15 residential apartments; the creation of new public spaces, including the re-opening of Christ's Lane; associated highway works, servicing; and landscaping) to extend the opening hours of Units 5 and 6.	Permitted 09.04.2020
C/04/0632	Comprehensive redevelopment providing units for purposes within Classes A1(retail) and A3 (Food and drink); 15 residential apartments; the	Permitted 30.08.2005

	creation of new public spaces, including the re-opening of Christ's Lane; associated highway works, servicing; and landscaping	
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Table 2 Relevant site history

**4.1** The site history includes the redevelopment of the Bradwell's Court area through the creation of both commercial units and residents area and associated infrastructure. The development was considered to add to the viability of the city and reactive various public areas. The application was then varied in 2020 for Unit 5 and 6 to increase the opening hours by one hour.

## 5. Policy

### 5.1 National policy

National Planning Policy Framework 2024  
 National Planning Practice Guidance  
 National Design Guide 2021  
 Circular 11/95 (Conditions, Annex A)

## **5.2 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation - December 2025 to January 2026)**

1. The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.
2. Following endorsement by Joint Cabinet in November, the draft JLP will proceed to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.
3. In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF, but represents an earlier stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making.

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

- Policy 1: The presumption in favour of sustainable development
- Policy 2: Spatial strategy for the location of employment development
- Policy 10: The City Centre
- Policy 11: Development in the City Centre Primary Shopping Area
- Policy 27: Site specific development opportunities
- Policy 28: Carbon reduction, community energy networks, 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: Protection of human health from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 40: Development and expansion of business space
- Policy 41: Protection of business space
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 58: Altering and extending existing buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline in Cambridge

Policy 61: Conservation and enhancement of Cambridge's historic environment  
Policy 62: Local heritage assets  
Policy 64: Shopfronts, signage and shop security measures  
Policy 65: Visual pollution  
Policy 71: Trees  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management

#### **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  
Development affecting Conservation Areas SPD – Adopted 2009  
Landscape in New Developments SPD – Adopted March 2010  
District Design Guide SPD – Adopted March 2010  
Listed Buildings SPD – Adopted 2009  
Public Art SPD – Adopted January 2009

#### **5.5      Other guidance**

Central Conservation Area Appraisal  
Buildings of Local Interest (2005)  
Cambridgeshire Design Guide For Streets and Public Realm (2007)

#### **5.6      Area Guidelines**

Cambridge Historic Core Conservation Area Appraisal (2015)

### **6.      Consultations**

#### **Publicity**

Neighbour letters – Y

Site Notice – Y

Press Notice – Y

#### **Conservation Officer – No Objection:**

The application has been assessed and it is considered that the proposal would not give rise to any harm to any heritage assets.

#### **Landscape Officer – No Objection:**

The proposed amendments do not raise any issues of concern to the landscape team. It is therefore considered that the Section 73 proposals are acceptable in Landscape terms.

**Waste Officer – No Objection:**

At this stage Greater Cambridgeshire Shared Waste Services do not have any comments

Once further details regarding the proposed layout of the site are submitted, we would be happy to provide comments and guidance regarding the waste strategy for the development.

**Environmental Health – No Objection:**

**1<sup>st</sup> Comments**

The proposed hours do not impinge on night-time hours.

My view is that the proposed delivery hours are considerate in that they are respectful of the expectations of a higher level of amenity on Sunday / Bank Holiday mornings and evenings (not starting too early or ending too late).

I am aware that the delivery bay(s) are accessed via Drummer Street bus station. There are several bus movements in this locality until past 21.00hrs on Sundays and Bank Holidays. It is unlikely that the noise from a delivery vehicle in this area will be significantly different to that of the buses manoeuvring.

**2<sup>nd</sup> Comments**

Further to my comments of 6th August 2025, I confirm that I have reviewed the recent additional information consulted on (specifically the applicants' response to comments and questions) and we maintain the view that these proposals are low risk in terms of potential noise impacts, and therefore we have no objections. In our view, the additional information submitted is reasonable, as is the reliance on "context" which is a fundamental consideration when assessing commercial noise.

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7. Third party representations**

**7.1** 8 representations have been received in objection.

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

- Heritage impacts
- Character of the area

- Noise impacts
- Amenity impacts
- Precedent
- Lack of evidence
- Public benefits
- Highway safety
- Conditions
- Planning committee
- Justification
- Community engagement

**7.3** 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. Planning background**

**8.1** This application follows one previous application to increase the operating hours at Units 5 and 6 (ref. 19/1674/S73).

## **9. Assessment**

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

1. Principle of Development
2. Noise/ Amenity
3. Other Matters

## **10. Planning Assessment**

**10.1 Principle of Development**

**10.2** 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].

**10.3** 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).

**10.4** 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].

**10.5** Modifications include:

1. The application seeks to vary Condition 5 (Delivery Hours) of 19/1674/S73 to increase the delivery hours to include 10am to 9pm on Sundays.

**10.6** Consent ref. 19/1674/S73 sought consent to extend opening hours for Unit 5 and 6 to allow opening to take place one hour earlier. This was permitted, subject to conditions, one of which was Condition 5.

**10.7** Condition 5 limited delivery and servicing hours, it reads as follows:

1. All servicing, delivery and collections shall be undertaken between the hours of 0700 to 2300 Monday to Saturday only, excluding Sundays, Bank and other public holidays, unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure that impact of the development is managed to minimise adverse impacts upon users and occupiers of the City (Cambridge Local Plan 2018 policies 35, 55 and 82).

**10.8** This application seeks to increase servicing and delivery hours to include the hours between 10am and 9pm on Sundays and public holidays. The hours on Monday – Saturday would not be altered.

**10.9** The amended condition would read as follows:

1. All servicing, delivery and collections shall be undertaken between the hours of 0700 to 2300 Monday to Saturday and 1000 to 2100 on Sundays, Bank Holiday and other Public Holidays only. Reason: To ensure that impact of the development is managed to minimise

adverse impacts upon users and occupiers of the City (Cambridge Local Plan 2018 policies 35, 55 and 82).

**10.10** The Cover Letter explains that this amendment is required to allow appropriate operation of the retail units, as the shop requires provision of daily fresh goods and consumables such as newspapers. The original third-party representations sought further evidence of delivery failures. The applicant has now provided further information in their latest noise response document. They outline that fresh products, due to the absence of delivery opportunity on Sundays and Bank Holidays can drop from 97% to 84% and therefore cause key products such as sandwiches to be unavailable. It is explained that this is particularly problematic on Bank Holiday weekends when the Saturday delivery must last until Tuesday.

**10.11** The Cover Letter highlights that there would be no other changes to the delivery arrangements. Condition 3 of consent ref. 19/1674/S73 limits serving to the approved, ground floor, enclosed service area via Drummer Street Bus Station and deliveries would remain in this location. The Noise Response highlights that only two additional deliveries are anticipated.

**10.12** Policy 10 supports development that would add to the vitality and viability of the city and achieve a suitable mix of uses. The proposal is required to support a business within the city to operate successfully and effectively for their customers. As such, the proposal is supported.

**10.13** **Noise and Amenity**

**10.14** The application is submitted with an Environmental Noise Assessment (June 2025) and Noise Response Document. The Environmental Health Officer has reviewed both documents and the details submitted with the application and considered this change in light of potential environmental impacts to occupiers such as noise and disturbance. Officers find the proposed changes acceptable, and do not raise concerns about the amenity of the Emmanuel College accommodation or Christ's Lane flats.

**10.15** The EHO officer sets out that the proposed hours would not impinge on nighttime hours and the hours would remain respectful of a higher level of amenity on Sundays and public holidays as they would not be too late or early. The Officer has also given a very detailed consideration of the assessment made by the applicant and the additional information. They outline within their comments that noise monitoring was carried out on a Sunday and during a Tesco delivery to understand the existing noise climate. Following this a BS4142 type survey was then carried to assess the potential noise impact and this was then placed within the existing

noise context. The Officer explains that the information provided on the existing noise climate, in terms of levels of noise and characteristics, and determined that the proposal would not significantly alter the noise climate and therefore would not be harmful to amenity of the surrounding residential occupiers.

- 10.16** Officers find that the conclusions drawn by the Environmental Health Officer in light of the Noise Assessment are reasonable, and Officers are in agreement that the proposal would not adversely impact neighbouring occupiers.
- 10.17** The application would be controlled by the amended condition to limit hours, and conditions tied to the original consent ref. C/04/0632 and the amended consent ref. 19/1674/S73. Most importantly are Condition 3 (Delivery Bay) and Condition 4 (Delivery Vehicles) which restrict deliveries to the delivery bay within the bus station and restrict large delivery vehicles from accessing the site in peak hours. These conditions would be retained in order to help protect amenity of residents.
- 10.18** It is acknowledged that some of the residents are concerned about the potential noise from delivery unloading and trolleys associated with deliveries, however the deliveries are undertaken in an enclosed bay which will help to shield the residents from noises from unloading activities and therefore these are not considered to lead to significant adverse impacts.
- 10.19** It is noted that some residents have raised concerns about the lack of mitigation measures proposed to the Christs Lane flats, however as the proposal would not lead to adverse impacts over the existing circumstances, mitigation measures are not required. The Environmental Health Officer sets out that it is their opinion that the windows and gardens of these flats would not be exposed to significantly different noise levels compared to the nearby Emmanuel College windows as they are approximately the same distance to the noise.
- 10.20** **Other Matters**
- 10.21** In addition, third party comments raise concerns about the proposal setting a precedent for the other retail occupiers. Officers must assess the proposal in front of them, which relates to Units 5 and 6 only, if any further applications were submitted then this would need to be assessed on its own merits. The Environmental Health Officer specifies that within a different context the noise climate would be different and the conclusions drawn would be informed by this.
- 10.22** Third party comments have raised concerns about the impact on the Conservation Area, they suggest that civic tranquillity would be disrupted. The Conservation Officer has assessed the application and does not raise any object or concerns about the proposal. The proposal site is a busy city

centre location with existing deliveries throughout the rest of the week and vehicles movements including buses on all days. The proposal is not considered to harmfully impact the character or appearance of the Conservation Area through the provision of deliveries on Sundays.

**10.23** The proposal has received third party representations with concerns about impacts to the transport network. The Local Highways Authority have not raised concerns about the traffic levels nor requested any further information, Officers agree that the additional deliveries are unlikely to lead to significant strains on the transport network in the locality. Officers do not consider that any further information is necessary.

**10.24** The proposal also has received comments from third party residents raising concerns about enforceable conditions including vehicle sizes and other matters. The conditions that would be implemented regarding delivery point and hours are sufficient to protect the amenity of surrounding occupiers and are considered to meet the conditions tests in terms of enforceability. The conditions will apply across changes to occupiers of the retail unit and this is sufficient protection to residential occupiers.

**10.25** It is noted that one resident requested the application be heard at Planning Committee, third parties do not have the power to call in planning applications under the scheme of delegation. However, due to the number of representations, the application was taken to Chair's Delegation Meeting where it was determined the application should be heard at the Committee meeting.

**10.26** It has been raised that community engagement has been absent, the applicant is not required to engage with local people prior to submission. Officers have consulted residents within the locality to give them the opportunity to comment on the application in line with their statutory duties. The proposal is separate from the Christs College application on the northwest side of Christs Lane.

**10.27** It is noted that the Waste Officer has referred the applicant to the waste guidance. Waste has already been considered within the original application. There are no alterations to the waste scheme as part of this application.

**10.28** 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.

**10.29** 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.

## **11. Planning balance**

- 11.1** 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).
- 11.2** The application is not considered to be harmful to amenity in terms of noise as set out within the report. The proposal would result in no other harm in terms of heritage, character or otherwise.
- 11.3** The application supports the improved operation of the business within the retail premises, and as such helps to maintain the viability of the city centre.
- 11.4** Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **12. Recommendation**

- 12.1** **Approve** subject to:
  - The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

## **13. Planning conditions**

1. Conditions 2 - 16 and 18 - 28 of planning permission C/04/0632 shall continue to apply to this permission. Where such conditions pertaining to C/04/0632 have been discharged, the development of 19/1674/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also. Reason To define the terms of the application.
2. Units 5 and 6, contained within the site edged red on plan ROK\_SLP\_001 shall not be open for custom between the hours of 2300 to 0700, unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure that impact of the development is managed to minimise adverse impacts upon users and occupiers of the City (Cambridge Local Plan 2018 policies 35, 55 and 82).

3. All commercial units within the Bradwell's Court scheme (including premises forming part of the approved scheme which front onto St Andrew's Street) shall be serviced from the approved ground floor level service yard via Drummer Street. Reason: To ensure that impact of the development is managed to minimise adverse impacts upon users and occupiers of the City (Cambridge Local Plan 2018 policies 35, 55 and 82).
4. No servicing, deliveries or collections shall take place between the hours of 0730 to 0930 and 1630 to 1830 involving vehicles of more than 7.5 tonnes, unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure that impact of the development is managed to minimise adverse impacts upon users and occupiers of the City (Cambridge Local Plan 2018 policies 35, 55 and 82).
5. All servicing, delivery and collections shall be undertaken between the hours of 0700 to 2300 Monday to Saturday and, in respect of units 5 and 6 only, between 1000 to 2100 on Sundays, Bank Holiday and other Public Holidays only. Reason: To ensure that impact of the development is managed to minimise adverse impacts upon users and occupiers of the City (Cambridge Local Plan 2018 policies 35, 55 and 82).

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Greater Cambridge Shared Planning

Cambridge City Council - Appeals for Committee



#### Appendix 1: Decisions Notified By The Secretary of State

NO RESULTS

#### Appendix 2: Appeals received

REFERENCE	SITE ADDRESS	DETAILS	DATE LODGED
23/04380/FUL (6003093)	Land At Ditton Walk Cambridge Cambridgeshire	Erection of 12 dwellings, including 3 affordable dwellings, and associated works including alterations to access to the site and creation of second access.	23/12/2025

25/03660/HFUL (6003036)	54 Devonshire Road Cambridge Cambridgeshire CB1 2BL	Part two storey and part single storey rear extension. Roof extension with rear dormer and 2 skylights to the front elevation.	23/12/2025
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#### Appendix 3a: Local Inquiry dates scheduled

NO RESULTS

#### Appendix 3b: Informal Hearing dates scheduled

NO RESULTS

#### 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 capabale of showing illuminated static displays in sequence.	Refusal of planning permission (Delegated Decision)
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 studio apartment	Appeal against enforcement notice
EN/00044/24 BOC (APP/Q0505/C/25/3370670)	139 Arbury Road Cambridge Cambridgeshire CB4 2JD	The authorised use of the property is as a single dwelling (4 beds) with a self-contained annexe (1 living/bed). I visited the site for a pre-application enquiry for the change of use of the dwelling to a guesthouse (6 beds some studios) and a separate holiday unit (2 beds) on 18 Jan 2024. The internal works had already been carried out and I then found them both on Booking.com. Related Planning Reference: Date breach occurred: 18/01/2024	Appeal against enforcement notice

25/02499/ADV (APP/Q0505/Z/25/3372766)	Pavement Outside 18 - 19 The Broadway Mill Road Cambridge Cambridgeshire CB1 3AH	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit	Refusal of planning permission (Delegated Decision)
25/02498/FUL (APP/Q0505/W/25/3372765)	Pavement Outside 18 - 19 The Broadway Mill Road Cambridge Cambridgeshire CB1 3AH	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Refusal of planning permission (Delegated Decision)
25/02497/ADV (APP/Q0505/Z/25/3372768)	Pavement O/S 90 Hills Road Cambridge Cambridgeshire CB2 1LN	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit	Refusal of planning permission (Delegated Decision)

25/02496/FUL (APP/Q0505/W/25/3372767)	Pavement O/S 90 Hills Road Cambridge Cambridgeshire CB2 1LN	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Refusal of planning permission (Delegated Decision)
25/02500/FUL (APP/Q0505/W/25/3372838)	Pavement Outside Unit 1, 11 - 13 Rectory Terrace High Street Cherry Hinton Cambridge Cambridgeshire CB1 9HU	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Refusal of planning permission (Delegated Decision)
25/02501/ADV (APP/Q0505/Z/25/3372839)	Pavement Outside Unit 1, 11 - 13 Rectory Terrace High Street Cherry Hinton Cambridge Cambridgeshire CB1 9HU	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit	Refusal of planning permission (Delegated Decision)

25/02502/FUL (APP/Q0505/W/25/3372896)	Pavement Outside Burleigh Street Cambridge Cambridgeshire CB1 1DG	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Refusal of planning permission (Delegated Decision)
25/02503/ADV (APP/Q0505/Z/25/3372897)	Pavement Outside Burleigh Street Cambridge Cambridgeshire CB1 1DG	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit	Refusal of planning permission (Delegated Decision)
24/04266/FUL (APP/Q0505/W/25/3373568)	122 Malvern Road Cambridge CB1 9LH	Change of use from a 6 person house in multiple occupation (C4 use) to a 9 person house in multiple occupation (sui generis)	Refusal of planning permission (Delegated Decision)

25/01683/FUL (6001322)	33 Coleridge Road Cambridge Cambridgeshire CB1 3PH	Erection of detached self-build dwelling together with access, cycle parking and associated infrastructure following demolition of existing dwelling.	Refusal of planning permission (Delegated Decision)
25/01431/FUL (6001460)	28 Carlyle Road Cambridge Cambridgeshire CB4 3DN	Retention of use as a self-contained 1 bed flat in basement (use class C3) and a large 8 bed 8 person House in Multiple Occupation at ground, first and second floors (sui generis use) (retrospective application) and erection of cycle stores.	Refusal of planning permission (Delegated Decision)

## Appendix 5: Appeals Pending Statement from the Local Planning Authority

REFERENCE	SITE ADDRESS	DETAILS	STATEMENT DUE
25/02695/HFUL (6002662)	1 Stanesfield Close Cambridge Cambridgeshire CB5 8NJ	Single storey rear extension.	12/02/2026

Data extracted at: 2026/01/22 08:01:42

# Agenda Item 10

**REPORT TO: Planning Committee February 2026**

**LEAD OFFICER:**

**Joint Director of Planning**

**Compliance Report**

1. On 2<sup>nd</sup> January 2026 there were 454 open compliance cases in South Cambridgeshire and Cambridge City. There are currently 154 identifiable open cases in Cambridge City.

From 1<sup>st</sup> January 2025 to December 31<sup>st</sup> 2025 the compliance team received 667 referrals.

3. Details of all compliance investigations are sent electronically to members on a weekly basis identifying opened and closed cases in their respective areas along with case reference numbers, location, case officer and nature of problem reported.

4. Statistical data is contained in Appendices 1 and 2 attached to this report.

5. Data contained in the appendices relates to up to end of December 2025 statistical information. Other statistical data relates to dates from 1st October 2025 to 31st December 2025 and is identified as such.

**Updates to Service Delivery**

The Planning Compliance Team is part of the Development Management service of the Greater Cambridge Shared Planning Service.

**Team Leader (Compliance)**

**East Team**

**Senior Planning Compliance Officer**

**Senior Planning Compliance Officer**

**Planning Compliance Officer**

**West Team**

**Principal Compliance Officer**

**Senior Planning Compliance Officer**  
**(Vacant)**

**Senior Planning Compliance Officer**  
**(Secondment post)**

**Planning Compliance Apprentice**  
**(Currently on secondment)**

## **Updates on significant cases**

Should Members wish for specific updates on cases they are involved in or have been made aware of then please feel free to contact the Planning Compliance Manager, or Area Principal Compliance Officers who will be able to update you or advise you of the case officer and request that the officer contacts you.

## **Performance Management and new reporting update**

The case priorities are as follows.

- **High priority (Priority A)** cases are for work which is irreversible or irreplaceable and these will be immediately investigated within 1 working day of receipt. Examples include damage or loss of Listed Buildings or protected trees.
- **Medium priority (Priority B)** cases are for activities have or can cause harm, such as adverse effects on conservation areas or breaches of conditions. Our aim is to instigate the investigation and assess whether a breach of planning control within 10 working days of the site visit.
- **Low priority (Priority C)** cases are for a development which may cause some harm but could be made acceptable by way of implementing conditions or simple correction action. Our aim is to instigate the investigation and assess whether a breach of planning control within 20 working days of the site visit.

The figures at Appendix 2 include cases from the whole of the GCSP compliance workload. Cases for Cambridge City Council have been provided separately in the appendix and identified as such.

## **Service Update**

The compliance team currently has a vacant Senior Compliance Officer post. Work will continue to ensure new case files are visited and reviewed in a timely manner, ensuring workloads remain consistent when new case files are opened, and enforcement action is taken where expedient to do so

Where it is identified that enforcement action should be taken as part of the ongoing review of older files, the team continues to take steps to ensure relevant notices are issued.

**Background Papers**

Planning Enforcement Register.

Statistical Analysis of Uniform Planning Enforcement Software Program.

**Appendices**

Appendix 1: Notices Served.

Appendix 2: Caseload Statistics.

**Report Author:**

Chris Braybrooke – Team Leader (Compliance) Date: 02.01.2026

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## Appendix 1

### Public Enforcement Notices served.

#### December 2025

Reference	Ward	Parish	Address	Notice Issued
*** No Notices Issued ***				

#### November 2025

Reference	Ward	Parish	Address	Notice Issued
*** No Notices Issued ***				

#### October 2025

Reference	Ward	Parish	Address	Notice Issued
*** No Notices Issued ***				

#### September 2025

Reference	Ward	Parish	Address	Notice Issued
*** No Notices Issued ***				

#### August 2025

Reference	Ward	Parish	Address	Notice Issued
*** No Notices Issued ***				

## Appendix 2

### Caseload statistics

These statistics relate to both South Cambridgeshire District Council and Cambridge City Council. The totals from the November report are included in brackets.

<b>Total open cases</b>	454	(436)
Cases in South Cambridgeshire	300	(279)
Cases in Cambridge City	154	(157)

<b>New compliance referrals since 1st Jan 2025</b>	667
Priority A	3
Priority B	44
Priority C	618

Of the 454 open cases, 12 are assigned to non-compliance team staff and relate to matters on strategic sites where compliance is overseen by the strategic site officer in conjunction with the compliance team where appropriate.

**Compliance officer workloads** (open files) are as follows:

Officer 1	103
Officer 2	78
Officer 3	67
Officer 4	63
Officer 5	62
Officer 6	31

<b>Open cases less than 6 months old</b>	158	(256)
Cases within Cambridge City	59	(60)

Open cases by priority.	
Priority A	0
Priority B	10
Priority C	146
Unassigned (new cases to be allocated)	2

<b>Open cases more than 6 months old</b>	297	(182)
Cases within Cambridge City	95	(63)

Open Cases by priority.	
Priority A	1
Priority B	29
Priority C	267

Cases older than 12 months	177	(141)
Cases older than 18 months	112	(84)
Cases older than 24 months	74	(50)
Cases older than 36 months	25	(18)

<b>Cases closed 1<sup>st</sup> Oct to 31<sup>st</sup> Dec 2025</b>	129
Cases within Cambridge City	55

### Reasons for closure

<b>Total Closures</b>	<b>129</b>
Not a breach of planning control	52
Not expedient to take action	17
Permitted development	10
Remedial works completed	15
Duplicate file raised	9
Planning permission already granted	0
Retrospective planning permission granted	7
Other department	13
Immune 4-year rule	2
Formal Notice complied with	1
Immune 10-year rule	3
Allowed at appeal	0

### Cases closed by priority.

Priority A	0
Priority B	9
Priority C	120

### Updates and Acknowledgements

Average time in days taken from receipt of a complaint by the compliance team to file creation and acknowledgement sent (where applicable) to customer 1st October to 31<sup>st</sup> December 2025. The target is 3 days.

Priority A	N/A
Priority B	0.90 days
Priority C	1.30 days

Average time to first site visit in days from allocation of case to the case officer 1st October to 31<sup>st</sup> December 2025. The target is Priority A - 1 working days, Priority B – 10 Working days. Priority C – 20 working days.

	Avg. Days	Percentage on target
Priority A	0	N/A
Priority B	1.25 days	100%

Priority C	2.44 days	98.9%
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