Cambridge City Council

Planning

Date: Wednesday, 2 December 2026

Time: 10.00 am

Venue: Gibson Hall - Downing Place United Reform Church, Downing Place, Cambridge, CB2 3EL

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

Agenda

1 Order of Agenda

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

- **Part One**
  Minor/Other Planning Applications
- **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 - 8)

Part 1: Minor/Other Planning Applications

5 26/03254/FUL Temp Market (Pages 9 - 52)

Part 2: Major Planning Applications

6 26/02665/S73 Botanic Place, 104 - 112 Hills Road (Pages 53 - 98)

Part 3: Minor/Other Planning Applications

7 26/03441/FUL 7 Ditton Fields (Pages 99 - 110)

Part 4: General and Enforcement Items

8 Appeals Information (Pages 111 - 112)

Planning Members: Porrer (Chair), Smart (Vice-Chair), Baigent, Clough, Griffin, Illingworth and Todd-Jones

Alternates: Bennett, Blackburn-Horgan, Flaubert, Nestor, Toye Scott, Wade and Young

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Information for Councillors

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

Planning Committee guidance

PLANNING 4 November 2026
2.05 - 2.47 pm

Present:

Planning Committee Members: Councillors Porrer (Chair), Baigent, Clough, Fisher, Griffin, Illingworth and Todd-Jones

Officers:
Team Leader (Delivery): Toby Williams
Senior Planner: Tom Chenery
Legal Adviser: Richard Pitt
Committee Manager: Matthew Hussey
Meeting Producer: James Goddard

FOR THE INFORMATION OF THE COUNCIL

26/113/PlanApologies

Apologies were received from Councillor Smart.

26/114/PlanDeclarations of Interest

Name	Item	Interest
Councillor Baigent	26/02189/FUL	Personal: Member of Cambridge Cycling Campaign. Discretion unfettered.
Councillor Baigent	26/02189/FUL	Personal: Member of ACORN. Discretion unfettered.
Councillor Clough	26/02189/FUL	Personal: Lives behind a Rugby Club in Newnham Ward. Discretion unfettered.
Councillor Todd-Jones	26/108/PLAN	Personal: Cabinet Members for Communities. Discretion unfettered as he

		had not been involved in the application.

26/115/PlanMinutes

The minutes of the meetings held on 29 July 2026, 2 September 2026 and 24 September 2026 were approved as correct records and signed by the Chair.

26/116/Plan26/02186/FUL Coldham's Common, Pool Way, Whitehill Road

The Committee received an application for full planning permission.

The application sought approval for Installation of 2no permanent backstop structures replacing existing temporary structure.

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

i. Amendment to paragraph numbers 12 onwards
ii. Amendment to paragraph 12.2
iii. Amendment to paragraph 12.5 (now 13.5)
iv. Amendment to paragraph 15.3 (now 16.3)

The Committee:

Resolved (by 7 votes to 0) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report and amendment sheet, and subject to the conditions recommended by the Officer (with delegated authority to Officers to make minor amendments to the conditions as drafted).

26/117/PlanAppeals Information

The Committee noted the appeals list.

26/118/PlanCambridge City Council Compliance Report November 2026

The Committee noted the compliance report.

The meeting ended at 2.47 pm

CHAIR

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26/03254/FUL – Sussex Street, Sidney Street, Petty Cury, St Marys Passage, Kings Parade, Market Street, Fisher Square

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Market

Proposal: Temporary erection of market stalls on King's Parade, St Mary's Passage, Market Hill, Petty Cury, Fisher Square, Sussex Street and Sidney Street including provision of associated infrastructure including generators and traffic control measures.

Applicant: Cambridge City Council

Presenting officer: Charlotte Spencer

Member site visit date: N/A

Key issues: 1 Highway Safety

2. Environmental Health

3. Cycle parking

4. Heritage assets

Recommendation: Approve subject to conditions

1. Reason for Referral

1.1 This is a Council Own-Interest Application. To ensure openness, transparency and probity in the decision-making process, the application is reported to Planning Committee in accordance with the National Scheme of Delegation and the Greater Cambridge Shared Planning Scheme of Delegation.

1.2 **Artificial Intelligence (AI)**

AI may have been used as an administrative tool to assist in the drafting and formatting of this report. It has not been used to assess the planning merits of the application or to exercise professional planning judgement. The analysis, conclusions and recommendation are those of the case officer.

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2. Executive summary

2.1 The application seeks temporary planning permission for erection of market stalls on King's Parade, St Mary's Passage, Market Hill, Petty Cury, Fisher Square, Sussex Street and Sidney Street including provision of associated infrastructure including generators and traffic control measures.

2.2 The application seeks the installation of 106 market stalls across a number of public streets within Cambridge City Centre. The stalls would be a mixture of existing market stalls and new 2x2 demountable stalls. Two generators would also be provided to allow for electricity provision.

2.3 If planning permission is granted it would allow the existing market traders to relocate for up to 18 months whilst the redevelopment of Market Square, which was recently approved by committee, would take place.

2.4 Officers support the principle of providing a decanted market within the City Centre as it would help to retain the vitality and viability of the city whilst construction works are underway.

2.5 There are no concerns with the proposed appearance of the stalls and generators, although it is noted that it would add to the visual clutter of the public realm within the city centre. The temporary market would be located in close proximity to numerous heritage assets, most notably the Grade I listed Kings College Chapel and Church of St Mary the Great and the whole site lies within the Historic Core Conservation Area. Harm to the heritage assets has been identified by reason of the stalls on Kings Parade

and St Mary's Passage, however the level attributed to this is low due to the temporary and reversible nature of the proposal. Officers consider it has been sufficiently justified and the significant public benefit of providing a place for market traders to continue trading during construction works outweighs the harm.

2.6 Following amendments, specifically to Sidney Street, the Local Highways Authority has removed their in principle objection. As the temporary stalls are located within the public highway there will be some impact on the running of the highway including decreasing pedestrian comfort levels particularly along Petty Cury and St Mary's Passage. In addition, some cycle parking would be relocated to other areas of the city centre and whilst there would not be a net loss of spaces, they would be located in less convenient locations. Due to the temporary nature of the scheme this is considered acceptable.

2.7 Due to the provision of two generators within the scheme the proposal would have some impact in terms of noise and air quality particularly along Sidney Street and in Fisher Square. This is unfortunate, however, these locations are the least sensitive of the nearby streets and as such the harm is considered to be low.

2.8 In conclusion, officers acknowledge that the proposal would result in harm to the overall appearance of the public realm in terms of visual clutter, to a number of designated heritage assets including grade I listed buildings, to a limited number of sensitive uses in terms of noise and air quality and impact on the running of the local highways.

2.9 However, the benefits of retaining the market traders and the services and products they provide to the people of Cambridge during a significant redevelopment of the Market Square allowing for small businesses to continue to be supported is significant. As such, the benefits outweigh the identified harm.

2.10 Officers recommend that the Planning Committee approve subject to conditions as outlined at the end of this report.

Consultee	**Response**
Conservation Officer	No objection

County Highways Development Management	No objection (holding comment)
Environmental Health	Objection
Historic England	Comment
Police Liaison Officer	Comment
Third Party Representations (23)	20 in objection, 1 in support, 2 neutral
Member Representations (0)	
Local Interest Groups and Organisations / Petition (1)	

3. Site description and context

3.1 The application seeks temporary planning permission for the erection of market stalls and associated structures on numerous streets within Cambridge city centre to provide a temporary market whilst the works to redevelop the Market Square are being undertaken. The application seeks permission for a period of up to 18 months.

3.2 All land within the red line lies within the Historic Core Conservation Area. There are numerous listed buildings in close proximity to the site which include, but are not limited to:

Listed Building	**Grade**	**Streets where the works would affect the setting**
Church of St Mary the Great	I	St Marys Passage/ Kings Parade
Fence and Gates of St Mary the Great	II	St Marys Passage/ Kings Parade
Kings College Chapel	I	St Marys Passage/ Kings Parade
Kings College Historic Park and Gardens	II*	St Marys Passage/ Kings Parade

22 Kings Parade	II	St Marys Passage/ Kings Parade
The Senate House	I	St Marys Passage/ Kings Parade
Kings College Fellows Building	I	Kings Parade
Kings College Screens and Entrance	I	Kings Parade
18-21 Kings Parade	II	Kings Parade
1 St Marys Passage	II	St Mary's Passage
3 St Mary's Passage	II	St Mary's Passage
Market Square	II	St Mary's Passage and food stall on Market Hill
Guildhall	II	St Mary's Passage and food stall on Market Hill
32-33 Petty Cury	II	Petty Cury
Christ's College, Entrance Court	I	Sidney Street
Lloyds Bank	II*	Sidney Street
Church of the Holy Trinity	II*	Sidney Street and vehicle barriers on Market Street
Railings and Gates at Church of Holy Trinity	II	Sidney Street and vehicle barriers on Market Street
St Andrew the Great War Memorial	II	Sidney Street
Harrington House, Kent House, Montagu House, Sidney House, Sussex House	II	Sussex Street

Summary of Listed Buildings

3.3 All areas of the site lie within the city centre. Petty Cury, Sidney Street, Sussex Street, Fisher Square and the eastern side of Kings Parade lie within the primary shopping area with the existing shop fronts being primary shopping frontages, however, the stalls proposed on Kings Parade lie outside of this area. In addition, Fisher Square is designated as Protected Open Space.

3.4 Petty Cury, Sidney Street and Sussex Street are at risk of surface water flooding.

4. The proposal

Sidney Street

4.1 The market stalls would be located on both sides of the carriageway. On the south western side the stalls would run from Holy Trinity Church down to Natwest. On the north eastern side they would be located in front of Lloyds TSB. There would be 33 stalls along this street, 24 of which would be 2x2 demountable stalls, 8 existing market stalls and 1 3x3 demountable stall. The majority of the stalls would face the footway with the back of the stalls facing the carriageway with vehicle barriers added. Some of the stalls located to the south of the area would face towards the carriageway where there would be a wider footpath.

4.2 One generator would be installed outside Boots. Bins and a 1000 litre water container would be provided.

4.3 Four informal pedestrian crossing points would be created. The two most northern ones would include a ‘build out’ from the western pavement to create adequate visibility splays. A vehicular barrier would be installed close to the junctions with St Andrews Street to the south and Market Street to the north.

Petty Cury

4.4 23no. 2x2m demountable stalls would be installed along the whole length of Petty Cury with gaps to allow access to the shops behind. The stalls would be located to the southern side of the road with the stalls facing north. Bins would be installed on the corner of the Guildhall.

Kings Parade

4.5 12 stalls would be installed on the northern section of the western side of Kings Parade, all of which would be 2x2m demountable stalls

4.6 The Design and Access Statement states that the demountable stalls would be removed when Kings College require the space for ceremonies

such as graduation, which would be for about 21 days within the year. This can be secured within the Market Management Plan, the final version of which can be dealt with by way of condition.

St Mary's Passage

4.7 15 stalls would be installed along the northern edge of St Mary's Passage. 8 would be existing stalls and 7 would be 2x2m demountable stalls.

Fisher Square

4.8 15no. 2x2m demountable stalls and 1no. 30kva generator would be located in Fisher Square.

Sussex Street

4.9 8no. 2x2m demountable stalls would be located centrally within Sussex Street. It is expected that Sussex Street would only be required at weekends and to cover the stalls lost when they need to be removed from Kings Parade.

Market Hill/ Market Street

4.10 A food stall would be provided along Market Hill adjacent to the north western corner of the Guildhall.

4.11 Vehicular barriers would be installed along Market Street between Holy Trinity Church and the shops to the north.

4.12 Additional cycle spaces would be provided outside the red line along Market Hill, St Mary's Street, Kings Parade and Free School Lane.

Amendments

4.13 During the determination process the scheme has been amended. The amendments can be summarised as follows:

- Removal of the stalls and generator outside Marks and Spencer on Sidney Street;
- Removal of 2 generators along Petty Cury and replacement with 2no. 2x2 demountable stalls;
- Removal of 1 generator and 2 existing market stalls along St Marys Passage and replacement with 4no. 2x2 demountable stalls;
- Removal of 1 generator and 4 existing market stalls along Kings Parade and replacement with 7no. 2x2 demountable stalls;
- Relocation of the generator within Fisher Square and addition of 1no. 4x4 demountable stalls.

- Removal of zebra crossings on Sidney Street

4.14 In addition, additional information has been provided in response to consultation comments. These include:

- A response to Environmental Health including a Noise Impact Assessment and generator data sheets;
- Further information in regards to the widths on Petty Cury and St Mary's Passage;
- Details about the vehicle barriers along Sidney Street;
- A Transport Statement Addendum which includes Pedestrian Comfort Assessment and amended visibility splays;
- An amended Market Decant Management Plan;
- A plan showing indicative locations of the types of stalls;
- A response to Historic England and Conservation Officers (within the cover letter);
- Submission of Fire Service advice provided to the applicants.

4.15 Following the receipt of the amended information, technical consultees were reconsulted.

5. Relevant site history

Reference	Description	Outcome
25/04382/FUL & 25/04383/LBC	Refurbishment of Market Square, Peas Hill and Guildhall Street, including: provision of cycle parking, erection and siting of replacement fixed and temporary market stalls, refurbishment of Grade II listed setts, works to listed fountain and railings, and additional landscaping, street furniture and associated works.	Permitted 21.09.2026

5.1 The application is for a temporary market to be in place whilst the works to the Market Square as approved by Planning Committee are taking place.

6. Policy

6.1 National policy

- National Planning Policy Framework 2026
- 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)

- 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

Draft Greater Cambridge Local Plan 2024-2045

6.1.1 The Proposed Submission Greater Cambridge Local Plan represents the latest 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. The Proposed Submission Local Plan was published for public consultation (under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 3 August and 25 September 2026. At this stage, the Proposed Submission Local Plan and its policies can only be afforded limited weight as a material consideration in decision making.

NPPF 2026

6.1.2 The updated NPPF (2026) is a material consideration which must be considered where it is relevant to a planning application. It is intended to create a clearer, more rules-based planning system, accelerate housing delivery, support economic growth, and make planning decisions more predictable. The NPPF introduces a suite of national Development Management decision making policies. This includes applying the presumption in favour of sustainable development found in Policies S3 and S4, which require approving development proposals that accord with an up-to-date development plan without delay, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the decision-making policies in the Framework.

6.1.3 For the purposes of decision making, Annex A of the NPPF states that Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in the Framework should be given very limited weight.

6.1.4 A review of the adopted Local Plan policies has been undertaken in the context of the updated NPPF. This has found that most policies in both adopted plans remain broadly consistent with national policy and can be given weight until replaced by policies in the Greater Cambridge Local Plan. A small number of policies, or parts of policies are materially inconsistent with national policy. Where appropriate, reference is made within the relevant sections of the assessment, to the appropriate policy weight which is attributed to local plan policies.

6.1.5 In respect of this application, officers consider the below policy may be materially inconsistent with relevant NPPF 2026 decision-making policies. The weight attributed to any such policy is a matter of planning judgement and depends on the nature of the proposal under consideration:

6.1.6 Cambridge Local Plan 2018 policy: 28

6.2 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 5: Strategic transport infrastructure
Policy 10: The City Centre
Policy 11: Development in the City Centre Primary Shopping 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 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 59: Designing landscape and the public realm
Policy 61: Conservation and enhancement of Cambridge's historic environment
Policy 62: Local heritage assets
Policy 65: Visual pollution
Policy 67: Protection of open space
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

6.3 **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)

- RECAP Waste Management Design Guide SPD (2026).

6.4 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)

6.5 Area Guidelines

- Cambridge Historic Core Conservation Area Appraisal (2015)

7. Consultations

Publicity

Neighbour letters – Y

Site Notice – Y

Press Notice – Y - Affecting Conservation Area and Setting of Listed Buildings.

Conservation Officer- No Objection

7.1 The proposed temporary installations would be in the conservation area and adjacent to multiple listed buildings.

7.2 The proposals would be temporary in nature and would be within an area within an established busy commercial character. Overall, in principle the proposal is supported.

7.3 There is particular heritage sensitivity on Kings Parade and St Mary's Passage due to the exceptional significance of the adjacent buildings, their group relationships and shared open setting. The stalls would intrude upon the setting of Kings College Chapel and the Kings College

Registered Park and Garden as well as the open space and railings around Senate House and St Mary the Great. It is considered that there would be a degree of harm to these assets. Due to the temporary and reversible nature of the proposals it is considered this harm would be low.

7.4 It is considered that the heritage impact on Sidney Street, Petty Cury and Sussex Street would be neutral.

7.5 There would be no positive heritage effects arising from the proposals.

7.6 The identified harm should have clear and convincing justification and should be weighed against any public benefits.

County Highways Development Management – No Objection

Holding Comment 19 November 2026 – No Objection

7.7 The LHA is satisfied that, subject to the delivery of the proposed crossing features on Sidney Street and provision and ongoing maintenance of the required visibility splays, the proposal would not give rise to an unacceptable impact on highway safety. Any approval should include conditions requiring the installation of the proposed crossing points and that the visibility splays shall be kept free from obstruction.

7.8 The granting of planning permission would not constitute, imply or otherwise provide any consent, licence, permit or approval for the installation, operation or retention of market stalls, trading structures, utility apparatus, associated infrastructure or any other equipment within the public highway. The planning and highway consenting regimes are separate statutory processes serving different purposes.

7.9 Further comments and observations for the Planning Committee's consideration will be submitted by the LHA prior to the expiry of the current consultation period which is before the committee date.

Original Comments 13 October 2026 - Objection

7.10 The LHA's primary concern related to arrangements on Sidney Street where there was an interaction between servicing vehicles, pedestrians and contraflow cyclists which was not satisfactorily addressed. The comments have been superseded by more recent advice. They can however be read in full on the Council's website.

Environmental Health- Object

7.11 No objection in principle, however more information is required to make a full comment on the acceptability of the scheme.

7.12 The removal of generators along Petty Cury, St Mary's Passage and Kings Parade is welcomed along with the reduction of 1no. generator on Sidney Street. However, there are still concerns in regard to the generators and hot food stalls in Sidney Street and Fisher Square.

Sidney Street

7.13 A Noise Impact Assessment has been submitted for the scheme, however, the assessment has been made on the 30kVA generator, whereas the generator at Sidney Street is a 100kVA unit. The assessment predicts a rating level approximately 9dB above background noise levels at the offices about Lloyds Bank which is a predicted adverse impact. Given the impact of the magnitude of the impact already predicted based on a 30kVA it is fair to assume that a 100kVA generator would be +10dB and therefore a significant impact.

7.14 The location of the generators on Sidney Street should be reconsidered or the applicant should demonstrate that the proposed location represents the least harmful practicable position.

7.15 There are no further objections from an Air Quality perspective.

Fisher Square

7.16 The NIA predicts a minor adverse noise impact arising from the operation of the proposed 30kVA generator at Fisher Square, however, it is not clear if the enclosed nature of Fisher Square has been considered in this assessment.

7.17 In terms of air quality and odour, concern remains regarding the suitability of Fisher Square for a generator and hot food stalls. Whilst additional information has been provided, insufficient information has been submitted to demonstrate that exhaust emissions and cooking odours would not adversely affect nearby residents and market operators and other users of the space. This is due to the enclosed nature of the square and prevailing wind direction. Environmental Health are not convinced that this is suitable location for the generator and hot food stalls.

Complaints Procedure

7.18 Welcomes the introduction of a Complaints Procedure within the Management Plan. However, the procedure relies on existing City Council reporting platforms and complaint processes. The intention in requesting a complaints procedure was that complaints should be investigated, managed and resolved by the market management team in the first instance, with an escalation to Council Services only where appropriate.

Historic England- Comment

7.19 Broadly comfortable with most of the locations proposed, except for the siting at the junction of Kings Parade, Senate House Hill and St Mary's Passage given its high heritage sensitivity.

7.20 Notwithstanding the temporary nature of the proposals, 18 months is a considerable timescale and some of the locations proposed, notably Kings Parade, would be particularly harmful and requires careful consideration and a robust justification. As such, the Council should be satisfied that alternative, less sensitive locations are not possible.

7.21 Note and support the management considerations made in paragraph 3.15 of the planning statement that no hot food stalls are to trade from Kings Parade but this should be appropriately reflected in the management plan.

Police Architectural Liaison Officer- Comment

7.22 Provides advice in regard to addressing vulnerability to crime, reduce fear and incidence of crime and promote community safety. This includes:

- the removal of tarpaulins and other obstructions at the end of each business day to remove blind spots;
- External lighting;
- CCTV;
- Wayfinding signage

7.23 Consultee responses are material considerations. They assist the Local Planning Authority in reaching its planning judgement but do not determine the outcome of the application

8. Third party representations

8.1 Representations have been received from 23 third parties, 1 in support, 20 in objection and 2 raising neutral comments.

8.2 Those in objection have raised the following issues:

- Visual barriers to existing active shop fronts and blocking security sight lines
- Disrupts existing shop/businesses deliveries and servicing;
- Disrupts market traders and other businesses;
- Unclear where which stalls would go where;
- Traders not being heard;
- Conflict between proposed market loading zones and outdoor seating;
- Visual impact;
- Heritage harm against public benefits;
- Lack of heritage assessment;
- Insufficient adequate justification for harm to historic assets;
- Obstruction of a public highway;
- Compresses space for highway users which leads to congestions;
- Conflict with pedestrians on Kings Parade at the closing time of 4pm;
- Petty Cury is too narrow for these stalls;
- Would like stalls to be in the centre of Petty Cury;
- Impact on emergency escape routes;
- Increased fire risk;
- Removal of benches
- Emergency Vehicles Access;
- Access to Great St Mary's Church should remain unimpeded;
- Impact on Great St Mary's Church large events;
- Agree a servicing plan with Great St Mary's
- Bollards in front of Kings College should be reinstated;
- All stalls in front of Kings College should be removed for the necessary events;
- Loss of cycle spaces;
- Noise disruption;
- Odour concerns;
- Litter and waste issues;
- Increased anti-social behaviour;
- Drip maps for food stalls;
- Redeveloped square will only hold 50% of the original stalls;
- Construction impacts on the Market Square;
- Ownership regarding Sussex Street;
- Unclear details regarding when the stalls would be in use;

8.3 Those in support or raising neutral comments have given the following reasons:

- Support the regeneration and understand the need for a relocated market but have concerns with the proposed details.

8.4 Following the publication of amended information 2 further third-party comments have been received. Both third parties had previously commented on the application. The comments can be summarised as follows:

- Impact on the large events at St Mary's Church;
- Pedestrian comfort levels would fall to C along St Mary's Passage following installation of the stalls but it should be B+ higher;
- St Mary's Passage concerns have been ignored by the applicant;
- Fresh food stalls being provided for along St Mary's Passage
- No acknowledgement of advertisement boards;
- No consideration of emergency evacuation;
- Cycle parking concerns

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

9. Local Groups / Petition

Cambridge BID

9.1 Cambridge BID has made a neutral representation the application. Whilst they support the works to redevelop the Civic Quarter they have raised concerns with the current scheme:

- Volume of stalls and the impact on existing businesses including the obscuring of entrances and security sight lines;
- Lack of space for pedestrians;
- Potential anti-social behaviour;
- Competition with existing businesses;
- Unclear when the stalls would be operating due to only a few days that it is currently at capacity;
- Conflict between traders packing up and high footfall;
- Information on management is required;
- Noise of generators on existing businesses.

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

10. Planning background

10.1 The current application seeks temporary permission for market stalls in order for market traders to continue trading whilst the works to Market Square approved by Planning Committee in September 2026 under applications 25/04382/FUL and 25/04383/LBC are undertaken.

11. Assessment

Decision Making Principles

11.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF sets out the Government's policies for plan making and for making decisions on development proposals. It is a material consideration of considerable importance. In making decisions, the NPPF should be read alongside policies in the development plan. It advises that proposals which accord with an up-to-date development plan should be approved without delay.

12. Principle of Development

City Centre and Primary Shopping Area

12.1 The lies within the City Centre and Primary Shopping Area with the existing businesses forming part of the Primary Shopping Frontage.

12.2 Policy 10 states that any redevelopment within the City Centre should add to the vitality and viability of the city centre; achieve a suitable mix of uses; preserve or enhance heritage assets, be of the highest quality design and deliver high-quality public realm and promote sustainable modes of transport.

12.3 Policy 11 supports proposals for new retail uses within the primary shopping area. The supporting text for this policy refers to the daily market in Market Square and its essential contribution to the range and choice of shopping in the city centre. Paragraph 3.9 of the Local Plan highlights that the Council wants to provide a diversity of uses within the city centre and that the markets in Cambridge are supported and opportunities to enhance them or create new markets are supported in principle.

12.4 The proposal does not seek to provide additional market stalls, rather it seeks a temporary relocation to allow traders to continue trading whilst the

Market Square is closed for redevelopment. The existing market provides vitality and provides opportunities for smaller businesses to trade which is considered essential to the range and choice of shopping within the city centre. Officers consider the provision of temporary market stalls within the existing primary shopping area crucial to the vitality of the city centre and is supported in principle.

12.5 Third party comments are noted in regard to the obstruction to existing brick and mortar businesses and their frontages stating non-compliance to Policy 11 as they are located within the primary shopping frontage (psf). However, the Primary Shopping Frontage designation is no longer relevant as the policy refers directly to A1 use which is now an obsolete use class.

12.6 The stalls would be located in close proximity to existing shopfronts, however, none would be located directly in front of the shop entrances and the gaps between the stalls and the shop fronts ranges from 2.3 metres along Petty Cury to 5.6 metres along St Mary's Passage. With exception to Petty Cury and a handful of the stalls to the south of Sidney Street the front of the stalls would face the shop fronts, allowing for visitors to view both the stalls and the shop fronts. Whilst it would block longer views of the stalls, the applicant has referred to wayfinding strategies for the stalls and cycle parking within their Design and Access Statement and Transport Statement. Officers consider that this should include any existing businesses whose visualisation would be impacted by the scheme. The final wayfinding strategy can be secured by way of condition.

12.7 In regard to the stalls along Sidney Street which would not face shop fronts these stalls are located outside Lloyds Bank which due to the design of the building does not have an active shop front at this point, and the stalls outside Natwest, however, a distance of 3.3 between the shop front and stalls.

12.8 Along Petty Cury, the stalls would be located between 2.3m and 2.5 metres from existing businesses within Lion Yard. The stalls would face outwards towards Petty Cury with their backs to the stores. Due to the narrow nature of Petty Cury this is unavoidable. The stalls would be more dispersed than other areas of the scheme and they have been positioned to keep the access to the businesses open which would mitigate the impact to some degree. A comprehensive wayfinding strategy would also help mitigate the impact of the existing business.

12.9 However, the scheme would be temporary with the intention of 12 months and 18 months being sought to allow for flexibility. In addition, whilst some conflict between the stalls and existing businesses is noted, it is also

considered that both the traders and existing shops could mutually benefit by bringing different shoppers to the same area. In addition, it is noted that the market traders and existing brick and mortar stores currently co-exist in close proximity to each other.

12.10 Overall, the provision of a temporary market within the primary shopping area is compliant with Policies 10 and 11 of the Local Plan and is acceptable in principle subject to all other material planning considerations.

Protected Open Space

12.11 Fisher Square is a designated protected open space. Policy 67 states that development will not be permitted which would harm the character or, or lead to the loss of open space of environmental and/or recreational importance.

12.12 Within the Open Space and Recreation Strategy (2011) Fisher Square is recognised for both its recreational and environmental importance and is considered to be a civic space. The 0.06 ha area comprises hard standing with some planted trees and public art. Whilst it is unlikely that it would be used for any formal recreation and would only offer a limited contribution in providing a green break and limited wildlife provision in the urban setting, it is considered that it does offer a space away from the hustle of the city centre in a sheltered area with high quality hard landscaping and public art. The introduction of stalls in this area is likely to impact upon the relief from the business of the city centre, the stalls would only be temporary and it would not result in the permanent loss of protected open space. Whilst the stalls would be a commercial enterprise, it would not block members of the public accessing and moving about the space between. The stalls would be located to the outer edges of the space limiting the level of impact and they would not interfere with the public art and soft landscaping.

12.13 Subsequently, whilst there would be some impact on the protected open space, this would be limited and temporary and as such officers consider that it would not be contrary to Policy 67 of the Local Plan.

13. Design, layout, scale and landscaping

13.1 Policies 55, 56 and 59 of the Cambridge Local Plan (2018) seek to ensure that development responds appropriately to its context, is of a high quality, create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable. Policy 65 adds that proposals for items that could constitute visual pollution within the public realm will only be permitted where it can be demonstrated that they do not have an

adverse impact on the visual amenity of the area, have a clearly defined purpose, are in keeping with their setting and consideration has been given to the cumulative impact.

13.2 The stalls that are proposed to be used in the temporary market are either using the existing market stalls or new demountable stalls. The existing stalls measure 3 metres in height and the runs would measure between 11.5 metres (on Sidney Street) and 22.8 metres (on St Mary's Passage). The existing canopies would be adopted and re-used. The new demountable stalls would be heavy duty, professional pop-up gazebos which are designed for intensive daily use. They would be 2m by 2m with a height of 3.15 metres. The Design and Access Statement states that they would be white and white walls would be provided, although the walls would be removed at the end of each day.

13.3 Both the existing stalls and demountable stalls would have the appearance of a market stall and so would not appear out of keeping within a primary shopping area within the city centre. The existing stalls are already a well-known visual fixture within the wider area and it is considered that the use of a white colour on the new demountable stalls would be suitable. A condition can be added to ensure compliance with the details provided within the Design and Access Statement.

13.4 Notwithstanding that the individual stalls are considered acceptable within the area, over 100 stalls would be installed across the city centre which would have a cumulative impact both with the other proposal stalls and the existing street furniture and street traders. This would be particularly noticeable on Sidney Street, due to the number of stalls, and Petty Cury and St Mary's Passage which are narrower streets. The impact on Petty Cury would be somewhat reduced due to the number and size of gaps between stalls.

13.5 The scheme by reason of the number of stalls would result in visual pollution within the public realm. However, it is considered that this is considerably mitigated by the temporary nature of the scheme and the stalls would not become a permanent fixture of the street scene.

13.6 Subsequently, the level of visual harm attributed to the scheme is considered to be limited. As the harm would be temporary in nature officers consider that the proposal would not be contrary to Policies 55, 56, 59 and 65 of the Local Plan and Policy DP3 of the NPPF.

14. Heritage

Heritage

14.1 In assessing the proposal, officers have had regard to Sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the relevant heritage policies of the NPPF, and policies 61 and 62 of the Cambridge Local Plan (2018).

Heritage Assets and Significance

14.2 The site lies within the Historic Core Conservation Area and within the setting of numerous listed buildings as identified in table 2 above.

Impact Assessment

14.3 The application has been reviewed by the Council's Conservation Officer and Historic England. Officers have considered the extent to which the proposal has sought to avoid or minimise impacts on heritage significance through its design, scale, massing, siting, materials and detailing.

14.4 Policy HE5 of the NPPF states that assessments of the potential effects of development proposals on the significance of heritage assets should identify whether proposals would be likely to have a positive effect, no effect, harm and substantial harm and total loss.

14.5 The proposed stalls are considered to have a neutral impact to the heritage assets on Sidney Street, Sussex Street and Petty Cury due to the existing commercial nature of the streets and the temporary nature of the scheme. The stalls on Fisher Square are considered to be an enhancement to this section of the conservation area by Historic England.

14.6 The stalls along St Mary's Passage and Kings Parade are located in a more sensitive area due to their proximity to the Grade I listed buildings of Church of St Mary the Great, Kings College Chapel and the Senate House along with the Grade II* registered park and garden of Kings College grounds. The value of these heritage assets derives from their individual significances and their collective architecture, function and history. The views between these buildings contribute importantly to their significance and to that of the conservation area.

14.7 Kings Parade is one of, if not the, most iconic streets in Cambridge and the northern end encompasses an important assemblage of buildings and spaces of great formality and outstanding architectural composition. The

stalls on Kings Parade would introduce a degree of informality and clutter that would be at odds with the formality that is a key aspect of the junction between Kings College and the Senate House. Furthermore the stalls would impinge upon keys views between the buildings. As such, officers consider that these stalls would result in harm.

14.8 In St Mary's Passage the stalls would obscure views of the south aisle of the Grade I listed church along with its Grade II listed railings. As such, these stalls would result in harm.

14.9 It is subsequently considered that the proposal would result in an overall low level of harm to the setting of the grade I listed Kings College Chapel, the Senate House and Church of St Mary the Great, the grade II listed church railings and the conservation area by reason of the location of stalls along Kings Parade and St Mary's Passage. Due to the temporary nature of the stalls and that the harm is entirely reversible, officers consider this to represent a low level of harm.

14.10 Policy HE4(2) states that any harm of a designated heritage asset should have clear and convincing justification. Historic England had raised concerns about the lack of justification and whilst understands the importance of relocating the traders, suggests other locations for the stalls such as the northern section of Sidney Street. However, Historic England has reverted to the Council to consider whether there is sufficient justification.

14.11 Further information has been submitted by the applicant to justify the siting of stalls along Kings Parade and St Mary's Passage. Noting Historic England's suggestion of other locations the applicants have clarified that the streets that form part of the application are at their capacity to allow safe pedestrian movements and limiting the impact on existing businesses. It is also noted that the during the determination process the number of stalls along Sidney Street has had to be reduced in order to overcome significant concerns of highway safety.

14.12 In addition, the applicant has explained that other nearby streets including Peas Hill, Guildhall Street and Trinity Street were considered, however, are subject to constraints such as space, pedestrian demands and operation requirements associated with the approved Civic Quarter redevelopment.

14.13 The objective of the temporary market it to retain as many existing traders as possible within the city centre and in close proximity to Market Square with 70% of the traders expressing a preference to remaining as close to Market Square as possible.

14.14 Officers are aware of the constraints that Cambridge City Centre poses to any decant market scheme and understand the reasons provided by the applicant. As such, Officers are content that the applicant has sufficiently justified the low level of harm to the heritage assets in accordance with Policy HE4 (2) of the NPPF.

14.15 Policy HE5(4) of the NPPF states that where a development proposal would harm the significance of a designated, the harm should be weighed against any public benefits resulting from the proposal.

Benefits

14.16 The proposal would allow for the existing traders to continue trading throughout the works to the existing market square. Whilst this is partially a commercial benefit, it would also allow services and products to continue to be available to the public. The scheme would aid in maintaining the local economy during the significant disruption from the development of the Civic Quarter and help to retain jobs and livelihoods.

14.17 These benefits attract positive weight in the planning balance

Conclusion

14.18 Officers have attached considerable importance and weight to the statutory duties under Sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

14.19 Officers conclude that the proposal would result in a lower level of heritage harm. Having given substantial weight to the conservation of the affected heritage asset(s), officers consider that the identified public benefits outweigh that harm. The proposal therefore accords with the relevant heritage policies of the development plan and the NPPF.

15. Highway safety and transport impacts

15.1 The majority of the stalls would be located on the public highway and as such has the potential to impact upon the safety of public highway. Policy TR6 (4) of the NPPF states that proposals should be refused if they would have an unacceptable impact on highway safety.

15.2 The application is supported by a Transport Statement and subsequent Addendum, these along with the plans have been reviewed by the Local Highways Authority.

15.3 The Local Highways Authority (LHA) had originally objected to the scheme, mainly in relation to the proposed stalls on Sidney Street. Sidney Street is open to one-way motor vehicle movements outside of the hours of 10:00-16:00 and there are contraflow cycle movements that occur on this road. Sidney Street is an important route for servicing businesses within the city centre. As such, the LHA had significant concerns regarding potential conflicts between pedestrians, cyclists and motor vehicles as a result of the scheme. In addition, they raised more minor concerns with other aspects of the scheme across the whole site.

15.4 Following the receipt of the LHA's objections, the applicant has amended the scheme to overcome the in-principle objection to stalls along Sidney Street. The amendments include the removal of a number of stalls from outside Marks and Spencer and alterations to the proposed crossing points to allow for intervisibility. The LHA have since reviewed the amendments and whilst at the time of writing their full commentary on the whole scheme have not been received, they have confirmed that the amendments have overcome their in principle objection to the Sidney Street aspect of the scheme. The full comments will be made available and fully addressed as part of an amendment sheet prior to committee and Officers will update Members verbally during committee.

Sidney Street – Highway Safety

15.5 As confirmed by the LHA, following the amendments, suitable visibility splays can be provided at the informal crossing points due to the installations of 'build outs'. Build outs are the extension of the raised pavement into the carriageway which would allow pedestrians to safely move into a position off the carriageway where they can be clearly seen by motor vehicles and cycles. The build outs would need to be suitably designed along with tapering. The final design would be agreed by the LHA under a Section 278 application. However, as the tapering required would likely be located outside of the redline, this also needs to be dealt with under a Grampian condition. Conditions would also ensure that the visibility splays would be kept unobstructed to ensure the safety of the local highway.

15.6 The removal of the stalls outside of Marks and Spencer allows additional breathing room to the highway and allows for the retention of places of refuge of contraflow cyclists to have refuge and space to manoeuvre and take evasive action if they encounter an oncoming motor vehicle.

15.7 Details of the proposed barriers to protect the stalls from the carriageway have been submitted. These would be 483mm high steel posts and panels. These are considered acceptable to protect the traders and customers of the stalls from motor vehicles and cycles. A condition would be added to ensure that they are installed prior to first use of the stalls along Sidney Street.

15.8 Subsequently, subject to a condition relating to the build outs to the informal crossing points this element of the scheme is considered acceptable in terms of highway safety. It is understood from informal discussions with the LHA that no further conditions would be required as it would be covered under the licensing process. However, any additional conditions requested by them would be dealt with by way of the amendment sheet.

Kings Parade – Highway Safety

15.9 Kings Parade is the other part of the scheme that includes an active carriageway creating a potential conflict between motor vehicles, cyclists and pedestrians. The southern end of Kings Parade has an anti-terrorism barrier which blocks motor vehicular traffic from 09:30 to 19:00 and as it is not a through route it has a much lower volume of motor vehicles than Sidney Street.

15.10 The stalls would be located on the western pavement with a minimum of 2.747 metres from the carriageway edge. As such, the LHA have not raised any objection to this element of the scheme. The proposed loading bays have since been removed from the turning head at the northern end of Kings Parade and so motor vehicles can safely turn around to exit the street.

15.11 Subsequently, there are no concerns in regards to highway safety for this element of the scheme.

Other streets – Highway Safety

15.12 Petty Cury, St Mary's Passage, Fisher Square and Sussex Street are all fully pedestrianised streets with no access to motor vehicles at any time, thus reducing the level of conflict between different users of the highway.

15.13 There is no cycling along Petty Cury, however, officers acknowledge that this is not always adhered to and is difficult to enforce, however, there are no other restrictions to cyclists along the other areas. As such, there would be a potential conflict between pedestrians and cyclists. However, this

conflict already exists and whilst the narrowing of the streets due to the position of the stalls could lead to exacerbation of this conflict, the Local Highways Authority have not raised any highway safety issues with these elements of the scheme.

Pedestrian Comfort Levels

15.14 The proposal would result in additional structures within the highway and subsequently would reduce the width of pavement on the streets where they are located. This is particularly evident along Petty Cury and St Mary's Passage where the streets are already narrow. However, due to the shape of both Sussex Street and Fisher Square along with the proposed positioning of the stalls, it is considered that the impact on the comfort level in these spaces would be minimal.

15.15 The applicant has provided a Pedestrian Comfort Assessment (PCA) as part of their Transport Statement Addendum which assessed Petty Cury, St Mary's Passage, Sidney Street and Kings Parade.

15.16 The PCA used the industry standard metric from Transport for London and the number of people per minute per metre is calculated and this aligns with the comfort level that ranges from A to E with A being the highest level of comfort. The recommended minimum comfort level is B+, below which pedestrians feel increasingly uncomfortable with levels D and E being very uncomfortable. However, there is no nationally prescribed minimum pedestrian comfort levels that developments are required to achieve and there is no specific planning policy test. As such, the results of a PCA should be used only to inform.

15.17 The pedestrian flow counts used in the assessment for St Mary's Passage and Petty Cury were taken from counts undertaken in June 2026 over a 7-day period. Weekly data from the Cambridge Business Improvement District (BID) provided the total number of pedestrians on Kings Parade and Sidney Street shows that they are similar to counts along Petty Cury and Market Hill and as such, the report explains that the data and profile of pedestrians across the day on these streets has been used as a proxy. It should be noted that the assessment does not account for potential changes to pedestrian movements as a result of the decanted market such as the increase in pedestrians.

15.18 The below table is taken from the Applicant's PCA showing the existing and proposed pedestrian comfort levels for the Saturday Peak hour and Average Day peak hour.

	Saturday peak hour		Average Day peak hour	
	Existing	**Proposed**	**Existing**	**Proposed**
St Mary's Passage	B+	C	A-	B
King's Parade	A-	B+	A	A
Petty Cury	B	C+	A-	B
Sidney Street Wasabi-Lloyds	B-	B-	A-	B+
Sidney Street Boots-Next	B	B-	A-	B+

15.19 As shown by the results, at the peak hour on an average day, both St Mary's Passage and Petty Cury would fall below the recommended score of B+ however, this is only by a marginal amount. On a Saturday during the peak hour, all but Kings Parade would fall below the recommended B+, with St Mary's Passage then Petty Cury being affected the most. It is also noted that the existing situation on Petty Cury and Sidney Street falls below the recommended comfort level.

15.20 The applicant has provided further information in regard to St Mary's Passage and Petty Cury. In terms of St Mary's Passage, the existing street varies in width with a wider space at western end, narrowing towards the eastern end. The existing minimum width of St Mary's Passage is 3.6 metres and the proposed minimum width would be 3.3 metres which is only 0.3 metres less, however when adding the 1.4 metres of browsing space this would be reduced to 1.9 metres. It is noted that the PCA was calculated based on the narrowest point at the Market Hill End. Presently, there are cycle stands along St Mary's Passage and it is acknowledged that this creates its own pinch point, particularly when cargo cycles are parked there and there is no enforcement to the size of cycles being parked there. The Applicants had measured a bike with trailer measuring 2.9 metres long which is greater than the width of the proposed 2x2 demountable stalls. However, it is also acknowledged that the majority of the cycles parked there are standard cycles with a length of 1.8 metres and as such, the stalls would have a greater impact than the existing cycle storage. As noted by third parties, some businesses along St Mary's Passage has A-boards along the street which would further exacerbate pinch points.

15.21 In terms of Petty Cury, the existing available width would be 7.9 metres which would be reduced to 6.5 metres with the installation of the stalls going down to 5.1 metres when browsing space is included. This is a greater reduction of space, however, it is noted that similar reductions have happened in the past including the installation of scaffolding for the construction works to the Premier Inn.

15.22 Subsequently the PCA clearly demonstrates that the pedestrian comfort level would be affected by the proposed temporary market stalls on all assessed streets, but in particular along Petty Cury and St Mary's Passage. This is unfortunate; however, sufficient space would be retained to allow safe movement of the users of the highway, albeit it would be more uncomfortable for the users of the space. As there is not a planning policy reason to refuse an application on pedestrian comfort levels and that the decant would be temporary, officers consider that it would be unreasonable to refuse the application for this reason alone.

Servicing Arrangements

15.23 Third party comments have raised concerns with the impacts on their existing servicing arrangements. The only existing formal loading bays within the immediate area of the site are along Kings Parade. These would be retained and whilst there may be a slight increase with traders utilising this bay the uplift would be minimal and unlikely to affect the day-to-day servicing of the existing businesses.

15.24 There are no formal loading bays along this section of Sidney Street and as such there would be no impact on servicing. However, it is acknowledged that informal servicing does take place along this stretch of highway. The proposal includes loading and unloading bays to be provided along Sidney Street to mitigate the impact of servicing requirements of the market stalls. These would require a temporary Traffic Regulation Order which is dealt with separately to the planning process and the LHA would consider these under any licensing application.

15.25 Traffic Management regarding the stalls has been included within the Management Plan for the market. This has been amended and whilst the final comments from the LHA on this have yet to be received, the submission of the Management Plan shows the applicant's willingness to ensure safe servicing and traffic management and so this can be dealt with by way of condition, either by compliance if it is acceptable, or an amended version to be agreed in writing by the Local Planning Authority if it is not yet fully acceptable.

Anti-Terrorism Barriers

15.26 The LHA have raised concerns that the plans show that the Hostile Vehicle Mitigation (HVM) to be installed on Sidney Street and Market Street are positioned too close together and do not allow a sufficient width. These comments are noted. However, these need to be positioned in accordance with the Counter-Terrorism requirements. As the MTV barriers are movable

officers consider that this element can be dealt with by way of condition in consultation with the LHA and Counter-Terrorism Officers. The latter consultee has requested that a Vehicle Dynamic Assessment is conducted along with a Security Considerations Assessment and Operational Requirements for Hostile Vehicle Mitigation needs. Officers consider that the outcome of these assessments should inform the necessary positioning of the HVM.

Other Issues

15.27 Concerns had been raised in relation to emergency exits and evacuation from the existing businesses. The applicant has been in contact with Cambs Fire who have provided observations which have informed the designs.

15.28 Concerns have been raised regarding the impact on loading bays and outdoor seating. Officers understand that only Benet's have a license for outdoor seating. The loading bay outside of Benet's would remain as existing.

15.29 The LHA had also raised concerns regarding enforcement over the servicing arrangements as they lie outside of the red line. Officers have discussed with the Planning Compliance Manager who does not have concerns about the enforceability of the document. In addition, the servicing can also be enforced by way of the licensing required for the stalls.

15.30 The application has satisfactorily addressed matters relating to highway safety. Subject to conditions, the proposal accords with Policy 81 of the Cambridge Local Plan 2018 and is consistent with NPPF Policy TR6.

16. Car and cycle provision

Cycle parking

16.1 There is significant existing cycle parking provision around the site area. A total of 150 existing cycle spaces would be lost during the market decant due to the location of the stalls during the works. The loss of cycle spaces are as follows:

- St Mary's Passage – 38 Sheffield stands (76 spaces)
- Fisher Square – 6 Sheffield stands (12 spaces)
- Sidney Street – 31 Sheffield stands (62 spaces)

16.2 Whilst there would be a loss this would be temporary and the cycle stands would be reinstated once the temporary market has ended. This can be secured by way of a suitably worded condition.

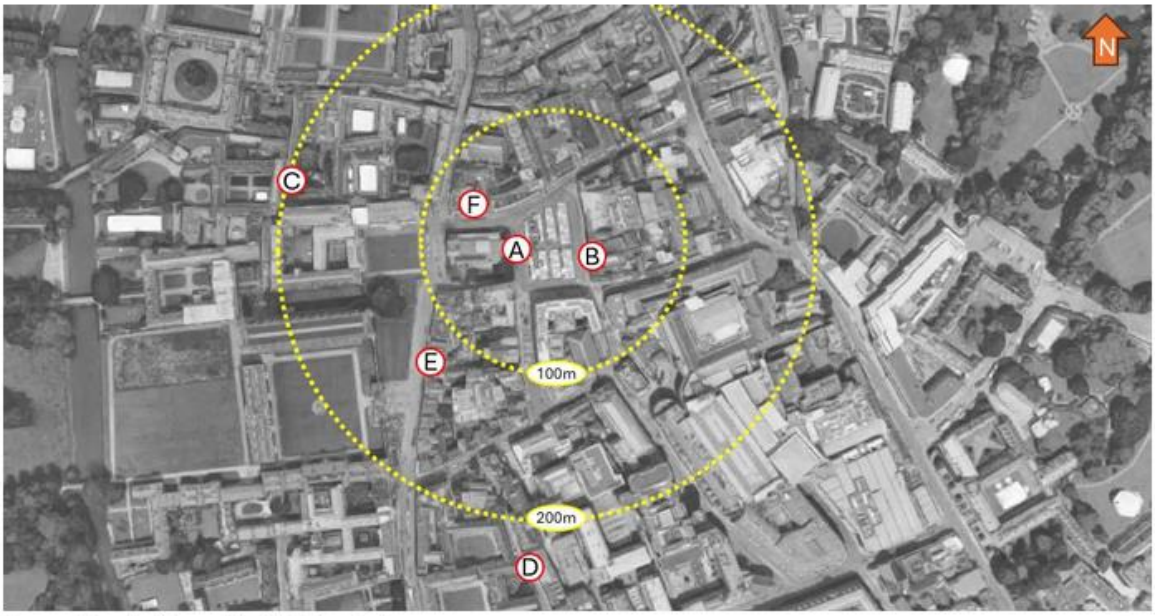
16.3 The transport statement has also specified that the existing 20 cycle spaces on Market Hill which would be lost by way of the works to the market approved under 25/04382/FUL would be retained during the decant period as the works directly to Market Hill would commence after the traders have returned to the Market Square

16.4 During the decant, the applicant is proposing additional temporary cycle parking for the duration of the Market Square works and an additional 150 spaces would be temporarily provided within the following locations:

- Market Hill – 54 spaces across the space
- Trinity Lane – 24 spaces opposite Trinity Hall Entrance
- Free School Lane – 24 spaces south of the existing cycle parking
- Kings Parade – 36 spaces within the loading bays on eastern side of the road
- St Mary's Street – 12 spaces in the current VOI parking area.

16.5 The below map and table have been taken from the submitted Transport Statement demonstrating the location of these spaces along with the distance as measured from Market Square.

Figure 5.1. Proposed Temporary Cycle Parking Spaces – Location



Source: Google Maps with KMC Annotation

Table 5.5: Short List of Proposed Temporary Cycle Parking Spaces

Ref	Cycle Parking Location	Potential Max. No. of Spaces	Distance to Market Square
A	**Market Hill** – continuation of cycle parking along Great St Mary's frontage	22 spaces	0m
B	**Market Hill** – south of M&S	32 spaces	0m
C	**Trinity Lane** – opposite Trinity Hall Entrance	24 spaces	200m
D	**Free School Lane** – on carriageway, south of existing cycle parking	26 spaces	220m
E	**King's Parade** – in existing 2x loading/overnight Blue-Badge bays	34 spaces	220m
F	**St Mary's Street** – current VOI parking	12 spaces	40m
	Total Spaces	**150**	

Source: KMC

16.6 Subsequently, subject to the provision of the temporary cycle spaces being provided for, there would not be an overall loss of cycle spaces within the city centre. However, it is acknowledged that the temporary spaces are located further away from the market and so would be less convenient.

16.7 The spaces on Market Hill, Kings Parade and St Mary's Street (A, B, E and F) would be in very close proximity to some of the temporary market locations, particularly the stalls along Kings Parade, St Mary's Passage and Petty Cury. The temporary spaces in these areas would total 100 spaces and officers consider that these spaces would adequately mitigate the significant loss of 76 spaces along St Mary's Passage. These spaces would also be located approximately 130m to 310m to the stalls along

Sidney Street so would work towards mitigating the loss of cycle spaces on Sidney Street.

16.8 However, the stalls on Trinity Lane (C) and Free School Lane (D) would be located further away from the existing market. Whilst the above diagram shows that both of these locations would not exceed 220m in distance, this is measured from Market Square and is as the crow flies. In reality someone parking their cycle along Free School Lane would need to walk approximately 250m to the stalls on Kings Parade and St Mary's Passage and up to approximately 400m to the stalls on Sidney Street. In regards to Trinity Street, a cyclist would have to have to walk approximately 170m to the stalls on Kings Parade and St Mary's Passage and approximately 470m to Sidney Street.

16.9 Whilst these distances are considered to be walkable distances they are significantly further away from the proposed market stalls than the existing spaces. In addition, these locations are outside of the primary shopping area impacting all users of the city centre and not just the users of the market stalls.

16.10 For these reasons, officers consider that these locations do not fully mitigate the loss of the existing cycle stands. However, Officers do acknowledge the difficulty in re-providing temporary cycle stalls due to the constrained nature of this area. It is also noted that the applicants have had discussions with key stakeholders including the Local Highway Authority, Active Travel Officers and Camcycle which is welcome. As the displacement would only be temporary, officers consider that although the provision of temporary spaces would not fully mitigate the loss, it would be unreasonable to refuse the application for this reason.

16.11 Third party comments regarding the impact of the cycle stands along Kings Parade and the impact on the loading bays are noted. However, the proposed stands would be located in disabled bays and not loading bays and therefore there would be no impact on the formal delivery arrangements along Kings Parade. The impact on the blue badge parking will be explained in more detail below.

16.12 The proposed cycle parking lies outside of the red line and therefore, the provision of the temporary cycle parking would need to be covered by Grampian condition. Officers consider it is reasonable to add a condition requesting the final details of the type and location of temporary cycle stands along with the details of the reinstatement of the existing cycle spaces within a reasonable timeframe following the removal of the

temporary market and the assurance that the existing cycle spaces would not be removed until the proposed temporary spaces are provided for.

16.13 The application has satisfactorily addressed matters relating to cycle parking. Subject to conditions, the proposal accords with Policy 82 of the Cambridge Local Plan 2018. and is consistent with NPPF Policy TR4.

Car parking

16.14 The scheme would be car free which is acceptable within this city centre location.

16.15 However, the proposals would have an effect on the blue-badge parking arrangements within the city centre. The impacts include the loss of two blue badge spaces along Kings Parade and a Temporary Traffic Regulation Order (TRO) to some of the streets to extend restrictions to include Sundays.

16.16 The impact on blue badge parking by way of the temporary TRO is a matter for the Local Highways Authority and their TRO process which is separate to the planning process.

16.17 Two blue badge spaces would be removed from Kings Parade and would not be re-provided elsewhere within the city centre which is unfortunate. However, Kings Parade is already significantly restricted to motor vehicles with the anti-terrorism barriers being closed between 9:30 and 19:00 daily. As such, these two spaces are only available over night when the demand for parking is lower. In addition, the loss would be temporary. As such, officers consider that the impact of the loss of these spaces would be very low. This impact is considered within the planning balance.

17. Amenity

Neighbouring properties

17.1 It is considered that the scheme would not have an unduly impact on residential amenity by reason of loss of light, loss of outlook, sense of dominance or loss of privacy.

Environmental health impacts

17.2 The Council's Environmental Health Team have assessed the application and subsequent amendments and additional information. Whilst some changes have been welcomed such as the reduction of generators across

the site, they maintain concerns regarding noise and air quality in Sidney Street and Fisher Square.

Sidney Street

17.3 A 100kVA generator is being proposed in Sidney Street located to the southern section of Boots. The generator would be a Stage V Aggreko generator diesel powered and so would result in noise and air quality impacts. An acoustic enclosure would be provided but this would be open topped to allow exhaust gases to disperse.

17.4 Whilst a Noise Impact Assessment (NIA) has been submitted, it has been assessed against the 30kVA generator rather than the 100kVA and therefore the Environmental Health Officer has assumed that the Sidney Street Generator would result in a +10dB impact which is considered to be a significant adverse impact. The Environmental Health Officer has raised that due to the location this would have a detrimental impact on the offices above Lloyds Bank.

17.5 This additional noise created from the generator is noted and officers accept it would cause additional noise nuisance within the area. However, there are no residential properties within the immediate area and it has been located to reduce the impact on the two nearby churches which are a sensitive receptor. As such, it has resulted in an impact on the offices above Lloyds Bank. Officers have reviewed the floor plans of Lloyds Bank as submitted within the 2026 listed building application which do confirm there are offices above ground floor, however, due to the limited floor space available at higher floors, the number of offices are limited and the majority of the rooms are used as meeting rooms. As such, the amount of workers directly impacted would be limited.

17.6 Offices are generally classified as less sensitive receptors however, this does not mean that any adverse impact should not be considered. Whilst within the NIA the background noise was taken into account, it is acknowledged that any offices within a city centre would not be immune to above standard noise levels. This area of Cambridge is very busy and likely to have noise nuisances above the background noise such as servicing and deliveries, construction work and buskers.

17.7 As such, whilst harm to the offices on Sidney has been identified by way of noise from the generator officers consider that due to the small quantum of office space impacted, that offices are less sensitive receptors than other uses within the area, and the existing noise from a busy city centre location the harm would be considered low. This would be mitigated to some

degree by conditioning the hours of use of the generators and the level of harm is reduced as the scheme is only for a temporary period.

17.8 The Environmental Health Officer has not raised any concerns in regard to air quality or odour along Sidney Street.

Fisher Square

17.9 A 30kVA generator would be installed within Fisher Square and would be located against the blank wall of the public toilets to the eastern side of the space. Whilst this generator would create an additional noise source to the area, the Environmental Health has in principle not raised any concerns about this generator although they would like confirmation that the enclosed space has been considered within the NIA.

17.10 The Environmental Health Officer has greater concerns in regards to air quality and odour within this space. The submitted zoning plan demonstrates that hot food stalls would be located in this area and this, in conjunction with the generator could create an unhealthy level of emissions and odour.

17.11 The generator proposed is modern and includes low-emission technology and meets the EU Stage V regulations for non-mobile machinery which does help towards mitigating the emissions that it would create. However, the Environmental Health Officer concerns focus on the enclosed nature of the space. The area is limited in size and is surrounded by the Grand Arcade and car park to the south and east and the Corn Exchange to the west. These buildings are substantial in height. In addition, Fisher House and Guildhall Chambers which are two to three storeys in height are located to the north and so it is considered that the area is more enclosed.

17.12 The Environmental Health Officer's concern lies about the uncertainty over whether the hot food stalls and the generator would result in unacceptable levels of emissions and odours due to the enclosed nature of the site. This is acknowledged, however, planning permission would not override any Environmental Health Nuisance Complaints or any Health and Safety requirements. A complaints procedure has been included within the Management Plan which shows the applicants consideration of this issue. Whilst the Environmental Health Officer does not consider this to be robust enough at present as it is too reliant on the Council's existing services, an improved complaints procedure can be secured by way of condition.

17.13 There is only one sensitive receptor within Fisher Square which is Fisher House/ Fisher Hall. It is noted that there would be some impact on this

residential and religious property, however, this would be limited to day time only. Officers understand that the part of the building closest to the stalls is not residential, although due to its religious use it is considered sensitive. Any windows are high level reducing the level of impact. However, it is considered that there would be some low harm. This would be mitigated to some degree by conditioning the hours of use of the generators and robust complaints procedure and the level of harm is reduced as the scheme is only for a temporary period.

17.14 Whilst harm has been identified, officers acknowledge the constraints of Cambridge City Centre and of the whole application site consider that Sidney Street and Fisher Square would have the least impact on neighbouring sensitive uses. Officers acknowledge that some traders require electrical power and hot food stalls are part of the existing market and these need to be provided for. Therefore, on balance, the generators in these locations are considered to be justified. The low level of harm identified will need to be considered within the planning balance.

17.15 Third party concerns have been raised about hot food locations impacting sensitive uses. A zoning plan has been submitted showing that hot food would be restricted to Sidney Street and Fisher Square which is considered to have the least impact on sensitive uses. A condition can be added to ensure compliance with this zoning plan.

18. Third party representations

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

Third party comment	Officer response
Traders not being listened to	Officers understand that the applicants have had regular dialogue with the market traders. The Planning Authority have consulted on the application and all responses considered.
Request to work with Great St Marys to limit disruption	The comments regarding the impact on Great St Mary's in terms of access and especially in relation to large events is not a planning consideration and the applicants should continue discussions with affected parties during the decant.

Human Rights Considerations

18.2 Due regard has been given to the applicant's reasonable development rights and expectations, balanced and weighed against wider community interests, as set out in the Human Rights Act 1998.

Public Sector Equality Duty

18.3 As required by Section 149 of the Equality Act 2010, due regard has been given for the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people, insofar as these are material planning considerations, when considering this planning application.

19. Planning Balance

Decision-Making Framework

19.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF 2026 is a material consideration of considerable importance and should be read alongside the Development Plan.

19.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have also assessed the proposal against the relevant national decision-making policies contained within the NPPF 2026 where relevant to the development proposed.

19.3 Officers have additionally had regard to the statutory duties contained within sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have attached considerable importance and weight to those duties in reaching a recommendation.

Benefits of the Proposal

19.4 The proposal would provide the following benefits which attract positive weight in the planning balance:

- The provision of temporary market stalls within the existing primary shopping area is crucial to the vitality of the city centre,

- Provides the retention of opportunities for smaller businesses to trade which is considered essential to the range and choice of shopping within the city centre
- Aid in maintaining the local economy during the significant disruption from the development of the Civic Quarter
- Helps to retain jobs and livelihoods.

19.5 Collectively these benefits attract substantial weight in favour of the proposal.

Harm and Areas of Policy Conflict

19.6 Notwithstanding the above benefits, officers have identified the following adverse impacts:

- Low level of harm to the setting of the grade I listed Kings College Chapel, the Senate House and Church of St Mary the Great, the grade II listed church railings and the conservation area by reason of the location of stalls along Kings Parade and St Mary's Passage;
- Low level of harm to the existing offices in Sidney Street by reason of noise from the generator;
- Low level of harm to the air quality within Fisher Square due to the hot food stalls and generator;
- Low level of harm due to the relocation of cycle spaces to less convenient places;
- Low level of harm to pedestrian comfort within the affected streets

19.7 Whilst individually these attracted limited weight when taken together officers consider they attract low-moderate weight against the proposal.

Overall Planning Balance

Approval Version

19.8 Having considered the Development Plan as a whole, the relevant provisions of the NPPF 2026, all consultation responses, representations received and other material considerations, officers conclude that the proposal accords with the Development Plan and is broadly consistent with the relevant national decision-making policies of the NPPF.

19.9 Whilst some limited adverse impacts have been identified, these are either capable of being satisfactorily mitigated through planning conditions and planning obligations or are insufficient, individually or cumulatively, to outweigh the identified benefits. Where heritage assets are affected, officers have attached considerable importance and weight to the statutory duties under sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and conclude that the identified public benefits outweigh the identified heritage harm.

19.10 Taking all matters into account, the benefits of the proposal attract greater weight than the identified harm. The proposal therefore represents sustainable development, accords with the Development Plan when read as a whole and is consistent with the relevant policies of the NPPF 2026.

19.11 Officers recommend that planning permission should be **GRANTED**.

Recommendation

19.12 That the Committee resolves to **GRANT PLANNING PERMISSION** subject to**:**

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

Planning conditions

1. The temporary market stalls and associated structures hereby approved shall be removed from the site (including any fixtures and fittings) within 14 days of the temporary market no longer being required or before 18 months of date of first installation, whichever is the earlier. The land shall be restored to conditions that exist on the site on the date of this notice.

   Reason: The proposal is for temporary planning permission.

2. 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).

3. Save for conditions 4 and 8 in relation to crossing points and Hostile Vehicle Mitigation, 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.

4. Notwithstanding the approved plans and prior to commencement of development on Sidney Street, details of the proposed crossing points along Sidney Street shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the details of the proposed build outs and visibility splays. The approved crossings shall be installed prior to the installation of any structures along Sidney Street and shall be maintained throughout the course of the temporary market. The visibility splays shall be maintained free from any obstruction exceeding 600mm in height above the adjacent carriageway.

   Reason: In the interests of highway safety in accordance with Policy TR6(4) of the NPPF 2026

5. Prior to the commencement of development, details of the cycle parking outside of the red line of development shall be submitted to and approved in writing by the Local Planning Authority. The cycle stands shall be installed prior to any removal of the existing cycle stands within the application site. Within 28 days of the removal of the temporary markets, the displaced cycle spaces shall be reinstated in

their original location unless otherwise agreed in writing with the Local Planning Authority.

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

6. Prior to commencement of development a final Market Decant Management Plan shall be submitted to and approved in writing with the Local Planning Authority. The proposal shall comply with approved management plan throughout the whole duration of the scheme.

   Reason: To ensure sufficient management of the decanted market in the interests of highway safety and environmental health in accordance with Policies 35 and 36 of the Local Plan 2018 and Policy TR6(4) of the NPPF 2026

7. Prior to the commencement of development, a Wayfinding Strategy shall be submitted to and approved in writing with the Local Planning Authority. The Wayfinding Strategy shall include market locations and existing business locations that are affected by the proposal. The approved strategy shall be in place prior to first use of the temporary market and shall be retained for the length of the temporary market.

   Reason: To ensure clear wayfinding for both traders and existing business to ensure that the viability of the city centre is retained (Cambridge Local Plan 2018 Policies 10 and 11)

8. Notwithstanding the approved plans, prior to commencement of development, final details of the layout of the Hostile Vehicle Mitigation (HVM) shall be submitted to and approved in writing by the Local Planning Authority. The location shall be informed following a Security Considerations Assessment, Operational Requirements for Hostile Vehicle Mitigation needs and a Vehicle Dynamic Assessment. The

HVM shall installed prior to the first use and shall be retained for the course of the temporary market.

Reason: To mitigate against potential harm from Vehicles as a Weapon Attack.

9. The barriers as shown within Sidney Street Vehicle Barriers dated 11.11.2026 shall be installed prior to the first use of the market stalls on Sidney Street and shall be retained for the length of the period of the temporary market unless otherwise agreed in writing by the Local Planning Authority.

   Reason: In the interests of highway safety in accordance with Policy TR6(4) of the NPPF 2026

10. The temporary market stalls shall only trade between the hours of 10:00 - 16:00 on any day.

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

11. The generators hereby permitted shall only operate between the hours of 09:30-16:30 on any day

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

12. The proposed demountable stalls shall follow the specifications in accordance with the Design and Access Statement unless otherwise agreed in writing with the Local Planning Authority.

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

13. The location of the types of traders shall comply with the zoning plan as shown on drawing CCQ-CPA-DM-00-DR-A-0110 Rev P03 ‘Proposed Decant Market Locations’ unless otherwise agreed in writing with the Local Planning Authority

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

14. The generators shall follow the specifications in accordance with the details within the ‘Response to Environmental Health Comments’ Rev P01 dated 10/11/2026 unless otherwise agreed in writing with the Local Planning Authority.

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

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26/02665/S73 – Botanic Place, 104 - 112 Hills Road, Cambridge, Cambridgeshire

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Petersfield

Proposal: S73 to vary conditions 2 (approved drawings), 40 (Flying Pig Public House works) and 41 (programme of highway works) of planning reference 20/03429/FUL, as amended by 23/02071/S73, 20/03429/NMA2 and 23/02071/NMA1 and 26/00566/S73, to 1. Remove the landlord's ancillary accommodation at first and second floor to provide double-height trading space, 2. Relocate accessible W/C from ground to first floor, 3. Remove external cranked masonry to increase loading capacity, 4. Extend dumbwaiter to first floor area, 5. Introduce kitchen extract to serve public house within a blind dormer roof, 6. Install inset PV solar panels, 7. Amend the cycle storage and office floorspace arrangement at basement mezzanine level within Building B, and 8. Amend the timeline to deliver the highway works along Hills Road.

Applicant: Socius and Railway Pension Nominees Limited

Presenting officer: Ellie O'Donnell

Key issues:

1. Amend timescale for the delivery of highway improvements along Hills Road
2. Removal of the licensee accommodation from the Flying Pig Pub
3. Amend the cycle parking arrangement within Building B

Recommendation: Approve subject to conditions.

1. Reason for referral

1.1 This is a Schedule 2 Application. The application has been referred to Planning Committee in accordance with Regulation 5, as the Nominated Member and Nominated Officer consider that it raises issues of local economic, social or environmental significance and/or significant planning matters that warrant member determination.

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2. Artificial intelligence (AI)

2.1 AI may have been used as an administrative tool to assist in the drafting and formatting of this report. It has not been used to assess the planning merits of the application or to exercise professional planning judgement. The analysis, conclusions and recommendation are those of the case officer.

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3. Executive summary

3.1 The application seeks an amendment to planning permission reference 20/03429/FUL, as amended by 23/02071/S73, 20/03429/NMA2, 23/02071/NMA1 and 26/00566/S73, for the following approved development:

1. The demolition of Betjeman House, Broadcasting House, Ortona House, Francis House, and the rear multi-storey carpark to Francis House, together with existing refuse and cycle stores, to allow for construction of two new commercial buildings of five and seven storeys respectively, providing flexible B1(a), B1(b), A1, A2, A3 uses on the ground floor and Class B1(a) and B1(b) on the upper floors.

2. The construction of basement with mezzanine level to provide for building services, cycle parking and car parking for the proposed commercial buildings, cycle and car parking spaces for Botanic House and services for Flying Pig Public House.

3. The refurbishment of the Flying Pig Public House at 106 Hills Road, including demolition of part single/part two storey outrigger and single storey store, alterations to elevations, construction of extension to enable level access and layout pub garden.

4. Creation of new public realm and landscaping, incorporating segregated vehicular and cycle access from Hills Road, a new access to service areas and substations, and taxi drop off for both the development proposed and existing Botanic House.

3.2 The current section 73 application proposes the following amendments:

- Internal alterations to the Flying Pig Pub, including: 1. Remove the licensee's accommodation from the first and second-floor; 2. Relocate the accessible W/C from the ground-floor to the first-floor; 3. Remove the external cranked masonry to increase loading capacity; and 4. Extend the dumbwaiter to the first-floor.

- External alterations to the Flying Pig Pub, including: 1. Construct a 'blind' dormer roof extension and kitchen extract to the rear roof plane; and 2. Install inset photovoltaic (PV) solar panels on the roof.

- Amendments to the location, type and quantity of bicycle storage within Building B.

- Amend the wording of condition 41 (programme of highway works) so that the approved highway improvements can be delivered post-occupation (scheduled for January-May 2028)

3.3 **Benefits**

3.4 The loss of the licensee accommodation from the first and second-floors to the Flying Pig Pub would secure its long-term, viable use as a public house. The application is accompanied by a Viability Study which includes evidence that the loss of this accommodation would secure the long-term viability of the pub by freeing up additional trading space.

3.5 The variation to the wording of Condition 41 (Programme of Highway Works) would amend the timescale for the delivery of the highway improvements along Hills Road, so that the works can be carried out from the months of January-May 2028. This would minimise the potential for multiple timelines of disruption along the adopted highway through better coordinated improvements.

3.6 The proposed inset PV solar panels in the front (east) roof plane of the Flying Pig Pub would make a positive contribution to climate change adaptation and mitigation. The panels have been selected to minimise harm to the

character and appearance of the New Town and Glisson Road Conservation Area and the identified heritage assets as far as practicable.

3.7 **Harms**

3.8 The Conservation Officer considers that the proposed PV solar panels, the 'blind' dormer roof extension, and the kitchen extractor flue in the Flying Pig Pub roof would result in a very low degree of harm to the character and appearance of the New Town and Glisson Road Conservation Area and the setting and significance of the Buildings of Local Interest (BLI) at Nos. 63-99 Hills Road (including the Centennial Hotel), and to the Flying Pig Pub itself.

3.9 The proposal would see the loss of a single residential unit (i.e., licensee accommodation) in a highly sustainable and well-connected part of Cambridge.

Planning Balance

3.10 The principle of the wider Botanic Place development, including the redevelopment of the site and refurbishment of the Flying Pig Public House, has already been established through planning permission 20/03429/FUL and subsequent amendments granted under Section 73 and non-material amendment applications. **Accordingly, and because this is a S73 application, the scope of the current application is limited to the acceptability of the specific amendments proposed through the variation of conditions 2, 40 and 41 as set out above,** rather than a reconsideration of the principle of the approved development.

3.11 Having assessed the proposed changes, officers conclude that the amendments would not give rise to any material conflict with the Development Plan. The revised public house layout would support the long-term viability of the Flying Pig in accordance with Policy 76, the amended cycle parking arrangements would continue to provide policy-compliant and accessible cycle parking provision, and the revised timing for the approved highway works would continue to appropriately mitigate the transport impacts of the development. Whilst the proposed roof alterations and photovoltaic panels would result in a very low level of heritage harm, that harm is less than substantial and is outweighed by the benefits associated with securing the long-term viability, operational sustainability and energy efficiency of the public house. The proposed amendments are therefore considered to remain consistent with the relevant policies of the Cambridge Local Plan (2018) and the relevant decision-making policies of the NPPF 2026

3.12 Officers recommend that the Planning Committee **approve** the application.

Consultee	**Response**
Access Officer	No comments received
Anglian Water	No comment
Architectural Liaison Officer	No comments received
Cambridge and District CAMRA	Objection
Cambridge City Airport	No objection
Cambridge Past, Present and Future	No comments received
Cambridge Water	No comments received
Conservation Officer	No objection
County Archaeology	No objection
County Highways Development Management	No objection
Cycle and Walking Officer	No comments received
Defence Infrastructure Organisation	No comments received
Drainage Officer	No objection
Ecology Officer	No objection
Enabling and Development Team	No comments received

Environment Agency	No objection
Environmental Health	No objection
Fire and Rescue Services	No comments received
Landscape Officer	No objection
Lead Local Flood Authority (LLFA)	No comment
Ministry of Defence (MOD)	No objection
Natural England	No comment
Public Art	No objection
Shared Waste	No objection
Sustainability Officer	No objection
The Gardens Trust	No comment
Tree Officer	No objection
Urban Design Officer	No objection
Third party representations	Approx. 4 representations in objection
Member representations	None

4. Site description and context

4.1 The application site is contained within the development framework boundary of Cambridge, an approx. 500m walk from Cambridge railway station and guided busway and a 1km walk from the city centre. The site is well connected with cycle paths and footways and there are bus stops within 50m both northbound and southbound directions along Hills Road as well as Station Road. The site is located within a Controlled Parking Zone and there are other residents parking schemes surrounding it.

4.2 The site is within the New Town and Glisson Road Conservation Area and includes the Flying Pig Public House, which has been identified as positively contributing to the character of the conservation area. The Flying Pig is a two-storey Victorian-era building with a slate roof, blue rendered frontage and walled beer garden. The site adjoins the Botanic Garden, a Grade II* Registered Park and Garden, which includes the Grade II listed Cory Lodge. To the south are the Grade II listed Royal Albert Homes almshouses. Opposite the site are Nos. 63-99 Hills Road (including the Centennial Hotel), while to the north-east are Nos. 55-59 Hills Road and 1-7 Station Road, all identified as Buildings of Local Interest (BLI).

5. The proposal

5.1 S73 to vary conditions 2 (approved drawings), 40 (Flying Pig Public House works) and 41 (programme of highway works) of planning reference 20/03429/FUL, as amended by 23/02071/S73, 20/03429/NMA2 and 23/02071/NMA1 and 26/00566/S73, to 1. Remove the landlord's ancillary accommodation at first and second floor to provide double-height trading space, 2. Relocate accessible W/C from ground to first floor, 3. Remove external cranked masonry to increase loading capacity, 4. Extend dumbwaiter to first floor area, 5. Introduce kitchen extract to serve public house within a blind dormer roof, 6. Install inset PV solar panels, 7. Amend the cycle storage and office floorspace arrangement at basement mezzanine level within Building B, and 8. Amend the timeline to deliver the highway works along Hills Road.

6. Relevant site history

6.1 **19/1722/SCOP** – Request for formal scoping opinion for commercial development at above site – **EIA Scoping Report Issued (dated 20.02.2020)**

6.2 **20/03429/FUL** – 1) The demolition of Betjeman House, Broadcasting House, Ortona House, Francis House, and the rear multi-storey carpark to Francis House, together with existing refuse and cycle stores; to allow for construction of two new commercial buildings of five and seven storeys respectively, providing flexible B1(a), B1(b), A1, A2, A3 uses on the ground floor and Class B1(a) and B1(b) on the upper floors. 2) The construction of basement with mezzanine level to provide for building services, cycle parking and car parking for the proposed commercial buildings, cycle and car parking spaces for Botanic House and services for Flying Pig Public House. 3) The refurbishment of the Flying Pig Public House at 106 Hills Road, including demolition of part single/part two storey outrigger and single storey store, alterations to elevations, construction of extension to enable level access and layout pub garden. 4) Creation of new public realm and landscaping, incorporating segregated vehicular and cycle access from Hills Road, a new access to service areas and substations, and taxi drop off for both the development proposed and existing Botanic House. – **Refused Permission (dated 09.04.2021), Appeal Allowed (dated 21.03.2022)**

6.3 **20/03429/NMA1** – Non-material amendment on planning permission 20/03429/FUL to amend wording of conditions 6 and 8 – **Withdrawn (dated 26.07.2022)**

6.4 **23/02071/S73** – S73 planning application pursuant to ref.20/03429/FUL (original planning permission) for the following: 1.Variation to Condition 2 (approved drawings) to allow for the following amendments to the scheme: a) reduction in basement dig, b) a reduction in car parking spaces, c) improved cycle parking, d) relocation of servicing and loading to basement level, e) additional lower ground area for market hall, f) substitution of part roof plant enclosure for office space on both buildings, and g) improved quality of public realm and landscaping enhancements including additional mature tree planting. 2.Variation to effect discharge of planning Conditions 5 (Traffic Management Plan), 6 (Hydrogeological Matters), and 9 (Tree protection methodology). 3. Variation to revise planning condition 8 (Sustainable Urban Drainage) to allow demolition in advance of detailed SUDS information being provided. (The Development is the subject of an Environmental Impact Assessment). – **Granted Permission (dated 10.11.2023)**

6.5 **20/03429/CONDC** – Submission of details required by condition 3 (Phasing plan) of planning permission 20/03429/FUL – **Discharge Condition in Full (dated 15.11.2023)**

6.6 **23/02071/CONDA** – Submission of details required by condition 3 (Phasing plan) of planning permission 23/02071/S73 – **Discharge Condition in Full (dated 29.11.2023)**

6.7 **23/02071/CONDB** – Submission of details required by condition 7 (archaeological work) of planning permission 23/02071/S73. – **Discharge Condition in Full (dated 11.12.2023)**

6.8 **23/02071/CONDC** – Submission of details required by condition 4 (Site wide Demolition and Construction Environmental Management Plan (DCEMP)) of planning permission 23/02071/S73. – **Discharge Condition in Full (dated 14.12.2023)**

6.9 **20/03429/CONDA** – Submission of details required by condition 7 (archaeological work) of planning permission 20/03429/FUL. – **Withdrawn (dated 15.12.2023)**

6.10 **20/03429/CONDB** – Submission of details required by condition 4 (Site wide Demolition and Construction Environmental Management Plan (DCEMP)) of planning permission 20/03429/FUL – **Withdrawn (dated 15.12.2023)**

6.11 **23//02071/CONDC** – Submission of details required by condition 11 (Structural Monitoring System) of planning permission 23/02071/S73. – **Discharge Condition in Full (dated 29.05.2024)**

6.12 **20/03429/NMA2** – Non material amendment on application 20/03429/FUL for Amendment to the entrance doors to improve accessibility, revised balustrade designs, introduction of roof canopies, alterations to the façade including alterations to the ventilation strategy, glazing and louvres, reconfiguration of the stairs and lifts, alterations to the lift overruns, alteration to the footprint of the basement, internal reconfigurations and rearrangement of car and cycle parking and improved landscaping at ground floor level (between Botanic House and Building B) – **Granted Permission (dated 14.08.2024)**

6.13 **23/02071/CONDE** – Submission of details required by condition 8 (sustainable urban drainage system) of planning permission 23/02071/S73 – **Discharge Condition in Full (dated 03.10.2024)**

6.14 **23/02071/CONDD** – Submission of details required by condition 16 (Details Of Tree Pits) of planning permission 23/02071/S73 – **Granted Permission (dated 04.10.2024)**

6.15 **23/02071/CONDF** – Submission of details required by conditions 10 (external facing materials) and 12 (external materials - sample panel) of planning permission 23/02071/S73 – **Discharge Condition in Part (dated 21.01.2025)**

6.16 **23/02071/CONDG** – Submission of details required by condition 12 (external materials - sample panel) of planning permission 23/02071/S73 – **Discharge Condition in Part (dated 19.08.2025)**

6.17 **23/02071/NMA1** – Non material amendment on application 20/03429/FUL, as amended by 23/02071/S73 and 20/03429/NMA2, to remove the basement lightwell in Building B, reconfigure service areas, revise planting between Buildings B and C, increase planting along frontage with Hills Road, changes to tree pit details, regularise works to the adopted highway (as agreed with the Local Highways Authority via S278 agreement), and revise timeline for the submission of landscape details relating to the private terraces and green roofs. – **Granted Permission (dated 11.11.2025)**

6.18 **23/02071/CONDH** – Submission of details required by condition 17 (Public Art Strategy and Outline Delivery Plan) of planning permission 23/02071/S73 – **Discharge Condition in Full (dated 04.12.2025)**

6.19 **23/02071/CONDI** – Submission of details required by condition 20 (Details of Extraction and Filtration (Building B)) and 21 (Details of Extraction and Filtration (Building C)) of planning permission 23/02071/S73 – **Discharge Condition in Full (dated 09.12.2025)**

6.20 **23/02071/CONDJ** – Submission of details required by conditions 10 (external facing materials), 12 (external materials sample panel), 13 (sample panel Building B) and 14 (sample panel Building C) of planning permission 23/02071/S73 – **Discharge Condition in Full (dated 23.12.2025)**

6.21 **23/02071/CONDK** – Submission of details required by condition 18 (Hard and Soft Landscaping) of planning permission 23/02071/S73 – **Discharge of Condition in Full (dated 03.02.2026)**

6.22 **26/00566/S73** – S73 to vary conditions 2 (approved drawings) and 52 (ground floor uses) of 20/03429/FUL, as amended by 23/02071/S73, 20/03429/NMA2 and 23/02071/NMA1 (1. The demolition of Betjeman House, Broadcasting House, Ortona House, Francis House, and the rear multi-storey carpark to Francis House, together with existing refuse and cycle stores, to allow for construction of two new commercial buildings of five and seven storeys respectively, providing flexible B1(a), B1(b), A1, A2, A3 uses on the ground floor and Class B1(a) and B1(b) on the upper floors. 2. The construction of basement with mezzanine level to provide for building services, cycle parking and car parking for the proposed commercial buildings, cycle and car parking spaces for Botanic House and services for Flying Pig Public House. 3. The refurbishment of the Flying Pig Public House at 106 Hills Road, including demolition of part single/part two storey outrigger and single storey store, alterations to elevations, construction of extension to enable level access and layout pub garden. 4. Creation of new public realm and landscaping, incorporating segregated vehicular and cycle access from Hills Road, a new access to service areas and substations, and taxi drop off for both the development proposed and existing Botanic House.) to replace the rear food and beverage area in Building B with flexible office space, include a podcast studio in the reception lobby, and amend the wording of condition 52 to reflect the revised Use Classes Order. – **Granted Permission (dated 29.05.2026)**

6.23 **23/02071/CONDL** – Submission of details required by condition 33 (BREEAM Design Stage Certification (Water)) of planning permission 23/02071/S73 – **Discharge Condition in Full (dated 09.06.2026)**

6.24 **26/00566/CONDA** – Submission of details required by condition 24 (Noise Assessment (Building B)) and 25 (Noise Assessment (Building C)) of planning permission 26/00566/S73 – **Discharge Condition in Full (dated 27.08.2026**

7. Policy

7.1 National policy

- National Planning Policy Framework 2026
- 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

7.2 Draft Greater Cambridge Local Plan 2024-2045

7.2.1 The Proposed Submission Greater Cambridge Local Plan represents the latest 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. The Proposed Submission Local Plan was published for public consultation (under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 3 August and 25 September 2026. At this stage, the Proposed Submission Local Plan and its policies can only be afforded limited weight as a material consideration in decision making.

7.3 NPPF 2026

7.3.1 The updated NPPF (2026) is a material consideration which must be considered where it is relevant to a planning application. It is intended to create a clearer, more rules-based planning system, accelerate housing delivery, support economic growth, and make planning decisions more predictable. The NPPF introduces a suite of national Development Management decision making policies. This includes applying the

presumption in favour of sustainable development found in Policies S3 and S4, which require approving development proposals that accord with an up-to-date development plan without delay, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the decision-making policies in the Framework.

7.3.2 For the purposes of decision making, Annex A of the NPPF states that Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in the Framework should be given very limited weight.

7.3.3 A review of the adopted Local Plan policies has been undertaken in the context of the updated NPPF. This has found that most policies in both adopted plans remain broadly consistent with national policy and can be given weight until replaced by policies in the Greater Cambridge Local Plan.

7.4 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 9: Review of the Local Plan
Policy 10: The City Centre
Policy 14: Areas of Major Change and Opportunity Areas
Policy 21: Station Areas West and Clifton Road
Policy 25: Cambridge Railway Station, Hills Road Corridor
Policy 28: Sustainable design and construction, and water use
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
Policy 42: Connecting new developments to digital infrastructure
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 58: Altering and extending existing buildings
Policy 61: Conservation and enhancement of historic environment
Policy 62: Local heritage assets
Policy 76: Protection of public houses
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

7.5 **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)

- Sustainable Design and Construction SPD – Adopted January 2020

7.6 **Area Guidelines**

- New Town and Glisson Road Conservation Area Appraisal (2012)

8. Consultations

8.1 **Publicity**

Neighbour letters – Yes

Site notice – Yes

Press notice – Yes, on the grounds that the application is for major development and affects a conservation area

8.2 **Anglian Water** – Anglian Water has no recommendations or comments to make on the application.

8.3 **Cambridge and District CAMRA** – Objection to the loss of the licensee accommodation at first- and second-floor level in the Flying Pig Pub. The majority of traditional pubs in Cambridge comprise trading areas at ground-level and licensee accommodation at upper-level, and this arrangement would be beneficial in attracting suitable licensees both now and in the future. Upper-floor trading areas tend to be function rooms and are less well used compared to the ground-floor trading areas. The revenue raised per unit area of upstairs areas will be significantly less than that raised per unit area downstairs. CAMRA considers that the benefits of on-site licensee accommodation outweigh the increased income that would result from having a first-floor trading area, as the licensee would otherwise need to pay for accommodation elsewhere.

8.4 **Cambridge City Airport** – No objection.

8.5 **Cambridge Past, Present and Future** – No comments were received.

8.6 **Conservation Officer** – No objection. The site lies within the New Town and Glisson Road Conservation Area and includes the Flying Pig Pub, identified

as making a positive contribution to the character and appearance of the surrounding area. The Heritage Addendum (Bidwells, July 2026) sets out that the proposed interventions would be relatively minor and that any effects on the identified heritage assets – including the New Town and Glisson Road Conservation Area; the neighbouring Grade II* Registered Park and Garden and Grade II listed Cory Lodge; the neighbouring Grade II listed Royal Albert Homes almshouses; the Buildings of Local Interest (BLI) along Hills Road; and the non-designated Flying Pig Pub – would be limited. While some original fabric would be lost, the building would retain its historic features and continue to contribute positively to the conservation area. The most visible changes, including the dormer roof extension, extractor flue, and inset PV solar panels, are considered sensitively designed and would secure the long-term viability and improve energy efficiency of the Flying Pig Pub. The very low degree of harm to the identified heritage assets is weighed against the private and public benefits of improving the energy efficiency and long-term use of the Flying Pig Pub.

1.1 **County Archaeology** – No objection. No archaeological intervention is necessary in connection with this application.

1.2 **County Highways Development Management** – No objection. The variation to condition 41 (programme of highway works) would provide an appropriate and enforceable mechanism for securing the delivery of the approved highway improvements whilst allowing sufficient flexibility for the detailed design and implementation process. It is requested that all highway related conditions and informatives attached to planning permission 20/03429/FUL, 23/02071/S73, 20/03429/NMA2 and 23/02071/NMA1 and 26/00566/S73, insofar as they remain relevant and applicable to the development, are re-imposed on any subsequent permission granted pursuant to this application.

1.3 **Defence Infrastructure Organisation** – No comments were received.

1.4 **Drainage Officer** – No comment. Please contact Cambridgeshire County Council as the Lead Local Flood Authority (LLFA) on this major application.

1.5 **Ecology Officer** – No objection.

1.6 **Enabling and Development Team** – No comments were received.

1.7 **Environment Agency** – No objection.

1.8 **Environmental Health** – No new comments or recommended conditions.

1.9 **Fire and Rescue Services** – No comments were received.

1.10 **Historic England** – Historic England has no recommendations or comments to make on the application.

1.11 **Landscape Officer** – No objection. The external cycle parking arrangements and landscaping would remain largely unimpacted by the proposal.

1.12 **Lead Local Flood Authority (LLFA)** – No comments or recommendations. The application relates to the internal and external changes to the buildings and does not appear to have any surface water flood risk or drainage implications.

1.13 **Ministry of Defence (MOD)** – No objection. The proposed development falls outside of MOD safeguarded areas and does not affect other defence interests.

1.14 **Natural England** – No comments or recommendations. Please consider whether this application will materially affect any of the advice Natural England have previously provided. If it is unlikely to do so, further consultation is unnecessary.

1.15 **Public Art** – No objection.

1.16 **Shared Waste** – No objection. It is assumed that the proposed alterations can be accommodated within the existing waste management strategy for the building. However, should the amendments result in any changes to waste storage, collection arrangements, or operational requirements, an updated Waste Management Strategy should be submitted for assessment.

1.17 **Sustainability Officer** – No objection. The proposal would enhance the long-term operational sustainability of the Flying Pig Pub and the addition of inset PV solar panels is welcomed.

1.18 **The Gardens Trust** – The Gardens Trust have no comments to make on the application.

1.19 **Tree Officer** – No objection.

1.20 **Urban Design Officer** – No objection. The mix of cycle parking provision across the lower basement and basement mezzanine levels is acceptable.

1.21 Consultee responses are material considerations. They assist the Local Planning Authority in reaching its planning judgement but do not determine the outcome of the application.

2. Third party representations

2.1 Approx. 4 representations have been received, totalling approx. 4 in objection, 0 in support, and 0 raising neutral comments.

2.2 Those in objection have raised the following issues:

- Loss of a housing unit in an area where housing is in high demand
- Vertical and wall-mounted bicycle stands are inaccessible to some people
- Access to the wheelchair-accessible W/C would be dependent on a mechanical platform lift, which may fail due to power interruptions, mechanical faults, door interlocks, sensor failures, inadequate maintenance etc.
- The kitchen extract may result in noise disturbance to neighbouring occupiers
- There will be excessive pedestrian, bicycle and motor vehicle movements along Hills Road during busy periods

2.3 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.

3. Assessment

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF sets out the Government's policies for plan making and for making decisions on development proposals. It is a material consideration of considerable importance. In making decisions, the NPPF should be read alongside policies in the development plan. It advises that proposals which accord with an up-to-date development plan should be approved without delay.

3.2 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].

3.3 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).

3.4 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]. **The principle of the wider development is not a matter for reconsideration through this application, having already been established by the extant planning permission.**

3.5 Modifications include:

- Internal alterations to the Flying Pig Pub, including: 1. Remove the licensee's accommodation from the first- and second-floor; 2. Relocate the accessible W/C from the ground-floor to the first-floor; 3. Remove the external cranked masonry to increase loading capacity; and 4. Extend the dumbwaiter to the first-floor

- External alterations to the Flying Pig Pub, including: 1. Construct a 'blind' dormer roof extension and kitchen extract to the rear roof plane; and 2. Install inset photovoltaic (PV) solar panels on the roof

- Amendments to the location, type and quantity of bicycle storage within Building B

- Amend the wording of Condition 41 (Programme of Highway Works) so that the approved highway improvements can be delivered post-occupation (scheduled for January-May 2028)

3.6 Taking each proposal in turn;

Internal alterations to the Flying Pig Pub

3.7 The application proposes to amend the internal arrangement within the Flying Pig Pub. The most significant intervention is the removal of the licensee accommodation from the first- and second-floor levels to create double height trading space at first-floor level.

3.8 The Flying Pig is listed as a protected public house under Policy 76 (Appendix C) of the Cambridge Local Plan (2018). Policy 76 states that the loss of any part of a public house, or its curtilage, will be permitted if it can be demonstrated that:

d. the viability of the public house use will not be adversely affected, sufficient cellarage, beer garden, parking and dining/kitchen areas will remain to retain a viable public house operation; and

e. the loss including associated development will not detract from the prevailing character and appearance of the area, including where the building is of merit or has any distinctive architectural features.

3.9 Supporting paragraph 8.42 states that when considering proposals for the development of part of a pub, the Council will require supporting evidence explaining how the development proposal will support and not undermine the viability of the pub.

3.10 Supporting paragraph 8.43 states that developers will need to provide an independent professional assessment by a professional Royal Institution of

Chartered Surveyors (RICS) valuer with expertise in the licensed leisure sector and who is not also engaged to market the property.

3.11 The application includes a Viability Study (Savills, June 2026) which seeks to demonstrate that there is minimal demand for on-site landlord accommodation within Cambridge. The report sets out that on-site residential accommodation is no longer an operational requirement for the majority of modern public houses and identifies a growing trend towards the removal of licensee accommodation in Cambridge city centre. The study concludes that the proposed removal of the ancillary residential accommodation would enable additional trading space whilst maintaining the essential operational components of a viable public house, including cellarage, kitchen and customer facilities.

3.12 This supports the findings of the Viability Assessment (Coffer Group, June 2022) submitted with the application to part-demolish and redevelop The Emperor Pub (under planning reference 21/05549/FUL). The report concluded that there is limited demand for on-site landlord accommodation in central Cambridge. Given the viability testing was carried out within the past five years, and the Flying Pig Pub is located only a short walking distance from The Emperor, it is expected that future licensees of the Flying Pig are unlikely to require on-site accommodation. Officers are satisfied that the evidence demonstrates that the viability of the Flying Pig as a public house would not be adversely affected by the removal of the licensee accommodation. The proposal accords with Policy 76 of the Cambridge Local Plan (2018).

3.13 The application also seeks to relocate the wheelchair-accessible W/C from the ground-floor to the first-floor, which would be reached by a mechanical platform lift. While this proposal raises accessibility considerations, compliance with Approved Document M (Access to and Use of Buildings) of the Building Regulations (2010) would be assessed separately through the Building Control process. Subject to the provision of an appropriate accessible route between floors (i.e., mechanical platform lift), officers are satisfied that the layout and configuration would enable inclusive access to the public house. The proposal accords with Policies 51 and 56 of the Cambridge Local Plan (2018) and is consistent with NPPF Policy DP3.

3.14 The application also proposes to demolish and reconstruct the first-floor structure, the ground-floor structure above the cellar, a section of the cranked masonry wall in the side (south) elevation, and the two chimney stacks. The Conservation Officer has been formally consulted on the application notes that while these interventions would result in a greater loss of original fabric, the building has already been substantially altered, retains no internal features of historic interest, and is of only modest architectural interest. The principal (east) elevation would remain largely unaltered, and the deteriorated windows and doors would be replaced with matching fittings. The proposals are considered to preserve and enhance the significance of the Flying Pig as a non-designated heritage asset and the

character and appearance of the New Town and Glisson Road Conservation Area.

External alterations to the Flying Pig Pub

3.15 The external alterations to the Flying Pig Pub comprise the construction of a 'blind' dormer to accommodate the extended dumbwaiter, together with the installation of a kitchen extraction flue and rooflight in the rear (west) roof slope. It is also proposed to install approx. twelve inset PV solar panels in the front (east) roof slope, replace the window frames and doors with matching fittings, raise the roof profile and construct a parapet gutter, and associated alterations and repairs to the building.

3.16 The proposed 'doghouse' dormer, by virtue of its modest scale and form, would not be readily visible from important views from, or into, the New Town and Glisson Road Conservation Area and would be entirely screened from view from the Grade II* Registered Park and Garden (Botanical Gardens) to the west. The dormer would be partially screened from view from public vantage points along Hills Road and Station Road by the rest of the roof and Buildings B and C and would not be visually prominent within the street scene. The proposal would be relatively modest in scale, bulk, form, and roof design, measuring approx. 2.7m in height (2.1m to eaves), 1.5m in width, and 4.4m in projection, and would be constructed in slate rooftiles to match the rest of the roofscape. This element of the proposal would preserve and enhance the special character, setting and significance of the conservation area and the adjacent BLIs, in accordance with Section 72 of the Planning (LBCA) Act 1990, NPPF Policies HE4-HE7, and Policy 61 of the Cambridge Local Plan (2018).

3.17 The proposed PV solar panels in the front roof plane would sit flush with the roof and would be colour-matched to the slate tiles. The Sustainability Officer welcomes the incorporation of PV solar panels as a measure that would improve the long-term operational sustainability of the public house. The proposal is considered to accord with NPPF Policies CC2, CC3 and DP3(2)(b) and the Greater Cambridge Sustainable Design and Construction SPD (2020).

3.18 The Conservation Officer has been formally consulted and considers that while the external alterations would result in a very low degree of harm to the special character and significance of the New Town and Glisson Road Conservation Area, and to the Flying Pig Pub itself, the works would assist in the long-term retention and viability of the public house and are necessary for compliance with Approved Document L (Conservation of Fuel and Power) of the Building Regulations (2010). This low level of harm to the identified

heritage assets is weighed against the benefits of improving the energy efficiency of the building and its ongoing use as a public house. The proposal is therefore considered to accord with Policies HE4-HE7 of the NPPF (2026).

Cycle storage arrangement (siting. quantity and type)

3.19 The proposals also include amendments to the location, type and quantity of cycle parking within Building B. The revised arrangement relocates part of the cycle parking provision from the basement mezzanine level to the lower basement and introduces a mix of cycle storage types.

3.20 Policy 82 of the Cambridge Local Plan (2018) sets out that a development of this nature and scale should provide two spaces for every five members of staff, or one space per 30m² of gross floor area, and visitor parking provision on merit. The minimum requirement for cycle parking is therefore 1,300 spaces across the site.

3.21 The Local Plan states in Appendix L (Car and cycle parking requirements) that Sheffield stands are the preferred option, but the use of high-low and two-tier/double stacker racks will be considered on a case-by-case basis for non-residential developments. A minimum of 20% of the cycle parking spaces required should be Sheffield stands as these are more practical and accessible to users.

3.22 The parent application 20/03429/FUL (as amended by 23/02071/S73, 20/03429/NMA2, 23/02071/NMA1 and 26/00566/S73) was approved with 1,430 bicycle spaces throughout the site, including 1,014 two-tier ‘assisted’ stands and 416 Sheffield stands.

3.23 The current Section 73 application seeks to spread the cycle parking across the basement mezzanine and lower basement levels, increase the number of Sheffield stands to 1,106, and introduce 124 wall-mounted and 104 vertical stands. The location, quantity and type of cycle storage provision would accord with the requirements set out in Appendix L (Car and cycle parking requirements) and Policy 82 of the Cambridge Local Plan (2018).

3.24 The Urban Design Officer raises no objection to the amended cycle parking arrangement and considers the revised mix of cycle parking provision across the lower basement and basement mezzanine levels acceptable.

3.25 In the interests of ensuring that the development provides convenient and accessible cycle storage for users, Conditions 50 (Bicycle Racks (Building B)) and 51 (Bicycle Racks (Building C)) shall be reimposed, which require the developer to submit details of the two-tier bicycle stands, which shall be

assisted, prior to first occupation of the buildings. These stands shall be installed in accordance with the approved details and retained as such in perpetuity.

3.26 Condition 47 (Car and Cycle Parking Management Plan (CCPMP)) shall also be reimposed, which requires the developer to submit a CCPMP to the Local Planning Authority prior to first occupation of the development. The CCPMP shall include details of how the bicycle storage spaces would be allocated and how access to the cycle storage areas would be controlled.

3.27 Subject to the reimposition of the above conditions, the proposal is considered to promote sustainable transport through the provision of appropriate bicycle storage facilities, suitably prioritising its provision through secure and accessible design. The proposal accords with the car and cycle parking guidance contained within Appendix L and Policies 80, 81 and 82 of Cambridge Local Plan (2018), and is consistent with NPPF Policy TR4.

Variation to the wording of Condition 41 (Programme of Highway Works)

3.28 The application also proposes to vary the wording of Condition 41 (Programme of Highway Works) so that the highway improvements along Hills Road, including a toucan crossing, relocation of the bus stop, and upgraded southbound cycle lane, can be delivered following first occupation of the development (expected approx. Autumn-Winter 2027-28). The intention is for the highway improvements to be carried out in conjunction with other planned works along Hills Road (scheduled for January-May 2028). The highway works would require the closure of this part of Hills Road for approx. five months and would therefore be highly impactful; however, the proposed variation to Condition 41 is considered to minimise the potential for multiple timelines of disruption along the adopted highway through better coordinated improvements.

3.29 The approved works would continue to comprise the package of improvements previously secured under planning permission 20/03429/FUL (as amended by 23/02071/S73, 20/03429/NMA2, 23/02071/NMA1 and 26/00566/S73), including the provision of a new toucan crossing, floating bus stop, and associated improvements to pedestrian and cycle infrastructure along Hills Road. The amendment does not alter the scope, design or extent of the approved highway works, but instead amends the delivery timescale to better align with the practical requirements and the statutory approvals, including a S278 agreement with the Local Highways Authority.

3.30 It is proposed to amend the wording of Condition 41 to the following: *"Prior to first occupation of any part of the development, a programme for the*

delivery of the highway works to Hills Road shall be submitted to and approved in writing by the Local Planning Authority. The programme shall provide for the delivery of highway works substantially in accordance with the principles shown on Drawing No. 07022-PJA-XX-XX-DR-TR-000100 General Arrangement P04. The works shall thereafter be delivered in accordance with the approved programme."

3.31 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority, who raise no objection and confirm that the revised wording would provide an appropriate and enforceable mechanism for securing the delivery of the approved highway improvements whilst allowing sufficient flexibility for the detailed design and implementation process.

3.32 Officers therefore consider that the proposed amendment would appropriately mitigate the transport impacts of the development and would accord with Policies 80 and 81 of the Cambridge Local Plan (2018).

Summary

3.33 Having considered the submitted information, consultation responses, the characteristics of the proposal and context of the site, the development would not give rise to unacceptable impacts on the health, amenity or environmental quality of existing or future occupiers. Subject to condition(s), the proposal accords with the relevant provisions of the adopted Local Plan and is consistent with Policies DP3 and P2 of the NPPF, which seek to secure high-quality development and ensure that potential risks to human health, living conditions and the environment are appropriately assessed and mitigated.

4. Planning Balance

Decision-Making Framework

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF 2026 is a material consideration of considerable importance and should be read alongside the Development Plan.

4.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have

also assessed the proposal against the relevant national decision-making policies contained within the NPPF 2026.

4.3 Officers have additionally had regard to the statutory duties contained within Sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have attached considerable importance and weight to those duties in reaching a recommendation.

Consistency with the Development Plan and NPPF

4.4 Having assessed the proposed changes, officers conclude that the amendments would not give rise to any material conflict with the Development Plan as a whole and are consistent with it. The revised public house layout would support the long-term viability of the Flying Pig in accordance with Policy 76, amended cycle parking arrangements would continue to provide policy-compliant and accessible cycle parking provision, and the revised timing for the approved highway works would continue to appropriately mitigate the transport impacts of the development.

4.5 Whilst the proposed roof alterations and photovoltaic panels would result in a very low level of heritage harm, that harm is less than substantial and is outweighed by the benefits associated with securing the long-term viability, operational sustainability and energy efficiency of the public house. The proposed amendments are therefore considered to remain consistent with the relevant policies of the Cambridge Local Plan (2018) and the relevant decision-making policies of the NPPF 2026

Overall

4.6 In determining a Section 73 application, the Planning Committee's role is to assess whether the proposed variations to the approved scheme are acceptable in planning terms. Members are not invited to revisit the principle of the development, which has already been established through the extant planning permission and remains capable of implementation irrespective of the outcome of this application. The assessment must therefore focus on the planning consequences of the proposed amendments only.

4.7 Officers conclude that the proposed amendments would deliver a number of benefits, including supporting the long-term viability of the Flying Pig Public House, improving the environmental performance of the building through the installation of photovoltaic panels, improved cycle parking provision, and allowing the approved highway works to be coordinated with wider programmed works on Hills Road to reduce disruption. The limited adverse effects identified, including the loss of the licensee accommodation and the

very low degree of heritage harm arising from the roof alterations, attract limited weight and do not outweigh the identified benefits. Having regard to the Development Plan as a whole, the NPPF 2026 and all other material considerations, officers conclude that the proposed variations are acceptable and that the amended scheme continues to represent sustainable development. Planning permission should therefore be **GRANTED**

Recommendation

4.8 That the Committee resolves to **GRANT PLANNING PERMISSION** subject to the following conditions, with revisions to the conditions delegated to officers:

Time Limit

1. The development hereby permitted shall be begun before 21 March 2025.

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

Approved Plans

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

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

Demolition and Construction Phasing Plan

3. The development shall be carried out in strict accordance with the details contained in the Demolition and Construction Phasing Plan (Summary 'Base' Programme (Rev 02) dated 2 November 2023; Planning Agent Cover Letter dated 21 November 2023) approved under planning reference 23/02071/CONDA.

   Reason: To ensure demolition and construction works are phased appropriately in the interests of residential amenity and to provide the best opportunity to reopen the community use (public house) as expeditiously as possible. (Cambridge Local Plan 2018, policies 35 and 76).

Demolition Construction and Environmental Management Plan

4. The development shall be carried out in strict accordance with the details contained in the Demolition Construction and Environmental Management Plan (Demolition and Construction Environmental Management Plan (Rev. 13) dated 1 November 2023; Addendum letter in respect of crane installation and licensing (Socius, dated 12 December 2023) approved under planning reference 23/02071/CONDC.

   Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policies 35 and 37).

Traffic Management Plan

5. The development shall be carried out in accordance with the approved Traffic Management Plan (Rev. 07, dated 11 September 2023).

   Reason: In the interests of highway safety (Cambridge Local Plan 2018, Policy 81).

Hydrogeological Effects

6. The development shall be carried out in accordance with the hereby approved hydrogeological report, reference 2022.014.001_v01. All mitigation shall be carried out in accordance with approved report and its subsequent addendum advice.

   Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased groundwater flood risk on or off site resulting from the proposed development in accordance with Policy 32 of the Cambridge Local Plan 2018.

Archaeology

7. The development shall be carried out in strict accordance with the details contained in the archaeological Written Scheme of Investigation (WSI) and associated documents (Archaeological Evaluation (Report No.1570, dated October 2023); Written Scheme of Investigation (dated May 2023); Trench Plan (dated 27 November 2023) approved under planning reference 23/02071/CONDB.

   Reason: To ensure appropriate consideration of Cambridge's historic environment in accordance with the Framework and policy 61 of the Cambridge Local Plan 2018.

Sustainable Urban Drainage System

8. The development shall be carried out in strict accordance with the details contained in the approved Drainage Strategy (AKT II Ltd, Rev. P1, dated 14 April 2023) and Surface Water Drainage Scheme and associated documents (BOTANIC PLACE - SUDS CONDITION 8_20240613 REV P04_PART1 - 18.06.2024; BOTANIC PLACE - SUDS CONDITION 8_20240613 REV P04_PART2 - 18.06.2024; BOTANIC PLACE - SUDS CONDITION 8_20240613 REV P04_PART3 - 18.06.2024; BOTANIC PLACE - SUDS CONDITION 8_20240613 REV

P04_PART4 - 18.06.2024; BOTANIC PLACE - SUDS CONDITION 8_20240613 REV P04_PART5 - 18.06.2024; Response to SuDS Comments and updated Microdrainage Calculations, produced by AKT II, 10/09/2024; Response to SuDS Comments and Anglian Water S106 Agreement, Anglian Water Pre-Planning Enquiry, updated Microdrainage Calculations and summary of catchment areas produced by AKT II, 16/08/2024; Appendix 9 - Anglian Water Response 23.12.2023) approved under planning reference 23/02071/CONDE.

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

Arboricultural Method Statement

9. The development should be carried out in accordance with the submitted phased tree protection methodology as set out within the Hayden's Arboricultural Method Statement & Tree Protection Plan dated 25.04.2023 (Rev A). The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

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

External Facing Materials

10. The development shall be carried out in strict accordance with the details contained within the following plans and documents approved under planning reference 23/02071/CONDF and 23/02071/CONDJ:

    - Cover Letter dated 13 December 2024
    - Facade Finishes Stage 4 Report (dated 13th June 2025, Rev. C01)
    - Building B Mock Up (Drawing No. BP-TEC-ZB-XX-DR-X-09300)
    - Building B Panel Mock Up (Drawing No. 22100-AHMM-ZB-XX-DR-A-94100)
    - Building B Visual Mock Up (Drawing No. 22100-AHMM-ZB-XX-DR-A-94101)
    - Building B Visual Mock Up (Drawing No. BP-TEC-ZB-XX-DR-X-03000-C02)

- Building C Visual Mock Up (Drawing No. 22100-AHMM-ZC-XX-DR-A-94101)
- Building C Visual Mock Up (Drawing No. BP-TEC-ZC-XX-DR-X-03100-C02)
- East and West Elevation No Context (Drawing No. 18059_(00)_P212)
- Hills Road Proposed Context Elevation (Drawing No. 18059_(00)_P210)
- Hills Road Proposed Context West Elevation (Drawing No. 18059_(00)_P211)
- North Elevation Proposed Building B and C No Context (Drawing No. 18059_(00)_P213)
- South Elevation Proposed Building B and C No Context (Drawing No. 18059_(00)_P214)
- Proposed East Hills Road Elevation (Drawing No. 18059_(00)_P201)
- Proposed South Elevation (Drawing No. 18059_(00)_P202)
- Proposed North Elevation (Drawing No. 18059_(00)_P203)
- Proposed West Elevation (Drawing No. 18059_(00)_P204)
- Proposed North Elevation Building C (Drawing No. 18059_(00)_P206)
- Proposed South Elevation Building B (Drawing No. 18059_(00)_P205)
- Building B Brickwork Photo 1
- Building B Brickwork Photo 2
- Building B Brickwork Photo 3
- Building B Sample Photo 1
- Building B Sample Photo 2
- Building C Sample Photo 1
- Building C Sample Photo 2

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

Structural Monitoring System (Flying Pig)

11. The development shall be carried out in strict accordance with the details contained within the Structural Monitoring System Report and associated documents (Monitoring Proposal and Quotation (dated 3 April 2024); Monitoring Report 04/01/2024 (dated 3 April 2024); Monitoring Report 18/12/2023 (dated 3 April 2024); Monitoring Report 29/01/2024 (dated 3 April 2024); Flying Pig Monitoring Requirements - 4644-AKT-HSK-0170 REV T1 (dated 3 April 2024); Pavement Monitoring Requirements - 4644-AKT-HSK-0171 (dated 3 April 2024); Garden Wall Monitoring Requirements - 4644-AKT-HSK-0172 (dated 3 April 2024)) approved under planning reference 23//02071/CONDC.

    Reason: To ensure appropriate protection of the public house in accordance with Policies 61 and 62 of the Cambridge Local Plan 2018.

External Materials (Sample Panel)

12. The development shall be carried out in strict accordance with the details contained within the following plans and documents approved under planning reference 23/02071/CONDF, 23/02071/CONDG and 23/02071/CONDJ:

- Cover Letter dated 13 December 2024
- Covering Letter dated 17 April 2025
- Brickwork Panel Mockup - Building C (ref. 22100-AHMM-ZC-XX-DR-A-94100, rev. P03)
- Brickwork Panels Review (ref. 22100, dated 12 May 2025)
- Facade Finishes Stage 4 Report (dated 13th June 2025, Rev. C01)
- Building B Mock Up (Drawing No. BP-TEC-ZB-XX-DR-X-09300)
- Building B Panel Mock Up (Drawing No. 22100-AHMM-ZB-XX-DR-A-94100)
- Building B Visual Mock Up (Drawing No. 22100-AHMM-ZB-XX-DR-A-94101)
- Building B Visual Mock Up (Drawing No. BP-TEC-ZB-XX-DR-X-03000-C02)
- Building C Visual Mock Up (Drawing No. 22100-AHMM-ZC-XX-DR-A-94101)
- Building C Visual Mock Up (Drawing No. BP-TEC-ZC-XX-DR-X-03100-C02)
- East and West Elevation No Context (Drawing No. 18059_(00)_P212)
- Hills Road Proposed Context Elevation (Drawing No. 18059_(00)_P210)
- Hills Road Proposed Context West Elevation (Drawing No. 18059_(00)_P211)
- North Elevation Proposed Building B and C No Context (Drawing No. 18059_(00)_P213)
- South Elevation Proposed Building B and C No Context (Drawing No. 18059_(00)_P214)
- Proposed East Hills Road Elevation (Drawing No. 18059_(00)_P201)
- Proposed South Elevation (Drawing No. 18059_(00)_P202)
- Proposed North Elevation (Drawing No. 18059_(00)_P203)
- Proposed West Elevation (Drawing No. 18059_(00)_P204)
- Proposed North Elevation Building C (Drawing No. 18059_(00)_P206)
- Proposed South Elevation Building B (Drawing No. 18059_(00)_P205)
- Building B Brickwork Photo 1
- Building B Brickwork Photo 2
- Building B Brickwork Photo 3
- Building B Sample Photo 1
- Building B Sample Photo 2
- Building C Sample Photo 1
- Building C Sample Photo 2

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

Sample Panel (Building B)

13. The development shall be carried out in strict accordance with the details contained within the following plans and documents approved under planning reference 23/02071/CONDJ:

- Facade Finishes Stage 4 Report (dated 13 June 2025, Rev. C01)

- Building B Mock Up (Drawing No. BP-TEC-ZB-XX-DR-X-09300)
- Building B Panel Mock Up (Drawing No. 22100-AHMM-ZB-XX-DR-A-94100)
- Building B Visual Mock Up (Drawing No. 22100-AHMM-ZB-XX-DR-A-94101)
- Building B Visual Mock Up (Drawing No. BP-TEC-ZB-XX-DR-X-03000-C02)
- Building B Brickwork Photo 1
- Building B Brickwork Photo 2
- Building B Brickwork Photo 3
- Building B Sample Photo 1
- Building B Sample Photo 2

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

Sample Panel (Building C)

14. The development shall be carried out in strict accordance with the details contained within the following plans and documents approved under planning reference 23/02071/CONDJ:

- Facade Finishes Stage 4 Report (dated 13th June 2025, Rev. C01)
- Building C Visual Mock Up (Drawing No. 22100-AHMM-ZC-XX-DR-A-94101)
- Building C Visual Mock Up (Drawing No. BP-TEC-ZC-XX-DR-X-03100-C02)
- Building C Sample Photo 1
- Building C Sample Photo 2

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

Details of Garden Wall (Flying Pig)

15. Prior to construction of the Flying Pig pub garden wall as set out on Drawing No. 764.01_(SC)_007 Flying Pig Garden and Building B P4, details of its appearance, method of construction and proposed materials shall be submitted to and agreed in writing by the local planning authority. Where practicable, the materials shall include brick and flint salvaged from the existing right rear boundary wall of the pub garden. The wall shall be constructed in accordance with the approved details and retained in perpetuity.

Reason: In the interests of visual amenity, acoustic performance and local historic character in accordance with Policies 35, 55 and 62 of the Cambridge Local Plan.

Details of Tree Pits

16. The development shall be carried out in strict accordance with the details contained within the following plans and documents approved under planning reference 23/02071/CONDD and 23/02071/NMA1:

- BP-LDA-ZZ-00-DR-L 20001 - GENERAL ARRANGEMENT PLAN - GROUND FLOOR - 09.10.2025
- BP_LDA_ZZ_ZZ_DR_L_20005 P01 - GENERAL ARRANGEMENT PLAN - ROOT CELL DIAGRAM - 04.06.2024
- BP_LDA_ZZ_ZZ_DR_L_20002 P02- GENERAL ARRANGEMENT PLAN - ROOF AREAS - 04.06.2024
- BP-LDA-ZZ-ZZ-DR-L-20003 P02 - GENERAL ARRANGEMENT PLAN - ROOF AREA BUILDING B - 04.06.2024
- BP_LDA_ZZ_ZZ_DR_L_20004 P02 - GENERAL ARRANGEMENT PLAN - ROOF AREA BUILDING C - 04.06.2024
- BP-LDA-ZB-ZZ-DR-L-50015 P01 - BUILDING B PLANTING PLAN - SHEET 1 of 2 - 04.06.2024
- BP-LDA-ZB-ZZ-DR-L-50016 P01 - BUILDING B PLANTING PLAN SHEET 2 OF 2 - 04.06.2024
- BP-LDA-ZC-ZZ-DR-L-50017 P01 - BUILDING C PLANTING PLAN - SHEET 1 OF 2 - 04.06.2024
- BP-LDA-ZZ-00-DR-L 41001 - TOPSOIL PLAN - GROUND FLOOR - 09.10.2025
- BP-LDA-ZB-05-DR L-41003 - TOPSOIL PLAN - LEVEL 05 BUILDING B - 09.10.2025
- BP-LDA-ZB-06-DR-L 41004 - TOPSOIL PLAN - LEVEL 06 BUILDING B - 09.10.2025
- BP-LDA-ZB-07-DR-L 41005 - TOPSOIL PLAN - LEVEL 07 BUILDING B - 09.10.2025
- BP-LDA-ZB-08-DR-L 41009 - TOPSOIL PLAN - ROOF BUILDING B - 09.10.2025
- CBP-LDA ZC-03-DR-L-41006 - TOPSOIL PLAN - LEVEL 03 B - 09.10.2025
- CBP-LDA-ZC-04-DR L-41007 - TOPSOIL PLAN - LEVEL 04 BUILDING - 09.10.2025
- BP-LDA-ZC-05-DR-L 41008 - TOPSOIL PLAN - LEVEL 05 BUILDING C - 09.10.2025
- BP_LDA_ZZ_ZZ_DR_L_40001 P02 - SOFTWORKS PRINCIPLES PLAN - GROUND FLOOR - 04.06.2024
- BP-LDA-ZZ-00-DR-L 40001 - GROUND FLOOR SOFTWORKS GA PLAN - 09.10.2025
- BP_LDA_ZZ_ZZ_DR_L_40002 P02 - SOFTWORKS PRINCIPLES PLAN - ROOF AREAS - 04.06.2024
- BP_LDA_ZZ_ZZ_DR_L_40003 P02 - SOFTWORKS PRINCIPLES PLAN - ROOF AREA BUILDING B - 04.06.2024
- BP_LDA_ZZ_ZZ_DR_L_40004 P0 - SOFTWORKS PRINCIPLES PLAN - ROOF AREA BUILDING C - 04.06.2024
- CBP-LDA-ZC-05-DR L-40010 - SOFTWORKS PLAN - LEVEL 05 BUILDING - 09.10.2025
- BP-LDA-ZZ-00-DR-L 30001 - HARDWORKS GA PLAN - GROUND FLOOR - 09.10.2025

- BP_LDA_ZZ_ZZ_DR_L_30002 P02 - HARDWORKS PLAN - ROOF AREAS - 04.06.2024
- BP_LDA_ZZ_ZZ_DR_L_30003 P02 - HARDWORKS PLAN - ROOF AREAS BUILDING B - 04.06.2024
- BP_LDA_ZZ_ZZ_DR_L_30004 P02 - HARDWORKS PLAN - ROOF AREAS BUILDING C - 04.06.2024
- BP-LDA-ZZ-00-DR-L 30005 - HARDWORKS GA PLAN - WALL BOUNDARY TREATMENT - 09.10.2025
- BP-LDA-ZZ-00-DR-L 32001 - GROUND FLOOR FURNITURE PLAN - 09.10.2025
- BP-LDA-ZZ-00-DR-L 50001 - GROUND FLOOR PLANTING PLAN - SHEET 1 OF 3 -09.10.2025
- BP-LDA-ZZ-00-DR-L 50002 - GROUND FLOOR PLANTING PLAN - SHEET 2 OF 3 -09.10.2025
- BP-LDA-ZZ-00-DR-L 50003 - GROUND FLOOR PLANTING PLAN - SHEET 3 OF 3 -09.10.2025
- BP-LDA-ZZ-00-DR-L 60001 - LEVELS PLAN - GROUND FLOOR - 09.10.2025
- BP-LDA-ZZ-00-DR-L 70002 - LANDSCAPE SECTION PLANS - GROUND FLOOR - SHEET 2 OF 2 - 09.10.2025
- BP-LDA-ZZ-ZZ-DR-L 90007 - TYPICAL DETAILS - TREE PIT - SHEET 1 OF 2 - 09.10.2025
- BP-LDA-ZZ-ZZ-DR-L 90008 - TYPICAL DETAILS - TREE PIT - SHEET 2 OF 2 - 09.10.2025
- BP-LDA-ZZ-ZZ-DR-L 90011 - TYPICAL DETAILS - TREE PIT - SHEET 3 - 09.10.2025
- BP-LDA-ZZ-ZZ-DR-L 90012 - TYPICAL DETAILS - TREE PIT - SHEET 4 - 09.10.2025

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

Public Art Strategy

17. The development shall be carried out in strict accordance with the details contained within the Public Art Strategy and Outline Delivery Plan (dated 18 July 2025) approved under planning reference 23/02071/CONDH.

    Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) (Cambridge Local Plan 2018, Policy 56).

Details of Hard and Soft Landscaping

18. The development shall be carried out in strict accordance with the details contained within the Hard and Soft Landscaping Scheme and associated documents approved under planning reference 23/02071/NMA1 and 23/02071/CONDK:

- BP-LDA-ZZ-00-DR-L 20001 - GENERAL ARRANGEMENT PLAN - GROUND FLOOR - 19.12.2025
- BP_LDA_ZZ_ZZ_DR_L_20005 P01 - GENERAL ARRANGEMENT PLAN - ROOT CELL DIAGRAM - 19.12.2025
- BP-LDA-ZZ-00-DR-L 30005 - HARDWORKS GA PLAN - WALL BOUNDARY TREATMENT - 19.12.2025
- BP-LDA-ZZ-00-DR-L 30001 - HARDWORKS GA PLAN - GROUND FLOOR - 19.12.2025
- BP-LDA-ZZ-00-DR-L 40001 - GROUND FLOOR SOFTWORKS GA PLAN - 19.12.2025
- BP-LDA-ZZ-00-DR-L 50001 - GROUND FLOOR PLANTING PLAN - SHEET 1 OF 4 - 19.12.2025
- BP-LDA-ZZ-00-DR-L 50002 - GROUND FLOOR PLANTING PLAN - SHEET 2 OF 4 - 19.12.2025
- BP-LDA-ZZ-00-DR-L 50003 - GROUND FLOOR PLANTING PLAN - SHEET 3 OF 4 - 19.12.2025
- BP-LDA-ZZ-00-DR-L 50004 - GROUND FLOOR PLANTING PLAN - SHEET 4 OF 4 - 19.12.2025
- BP-LDA-ZZ-00-DR-L 60001 - LEVELS PLAN - GROUND FLOOR - 19.12.2025

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

Details of Green Roofs and Roof Gardens

19. Prior to first occupation of the development, full details of the green roofs and roof gardens shall be submitted to and approved in writing by the local planning authority and these works shall be carried out to an agreed programme and maintained as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategies (if applicable) and drainage and irrigation details where applicable.

    Reason: In the interests of responding suitably to climate change and water management and creation of habitat and biodiversity. (Cambridge Local Plan 2018; Policy 31).

Details of Extraction and Filtration (Building B)

20. The development shall be carried out in strict accordance with the details contained within the mechanical services (Building B) plans and associated documents (Mechanical Services Building B Combined Services Level 07 (Drawing No. 3104079-HLEA-ZB-07-DR-M-100008-P05); Mechanical Services Building B Combined Services Roof Level (Drawing No. 3104079-HLEA-ZB-RF-DR-M-100006-P05)) approved under planning reference 23/02071/CONDI.

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

Details of Extraction and Filtration (Building C)

21. The development shall be carried out in strict accordance with the details contained within the mechanical services (Building C) plans and associated documents (Mechanical Services Building C Combined Services Level 05 (Drawing No. 3104079-HLEA-ZC 05-DR-M-100019-P05); Mechanical Services Building C Combined Services Roof Level (Drawing No. 3104079-HLEA ZC-RF-DR-M-100006-P05)) approved under planning reference 23/02071/CONDI.

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

Plant Equipment (Building B)

22. The roof-mounted plant/equipment shown on Drawing No. 18059_(00)_P110 Roof Plan - Proposed P05 shall not be installed on Building B until details of the plant/equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, dimensions, materials, location and the means of fixing. The development shall be carried out and retained in accordance with the approved details.

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

Plant Equipment (Building C)

23. The roof-mounted plant/equipment shown on Drawing No. 18059_(00)_P110 Roof Plan - Proposed P05 shall not be installed on Building C until details of the plant/equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, dimensions, materials, location and means of fixing. The development shall be carried out and retained in accordance with the approved details.

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

Noise Assessment (Building B)

24. No operational plant, machinery or equipment both internal (including any plant rooms with louvres) and external including proposed electricity substations shall be installed associated with Building B until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained as such.

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

Noise Assessment (Building C)

25. No operational plant, machinery or equipment both internal (including any plant rooms with louvres) and external including proposed electricity substations shall be installed associated with Building C until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out as approved and retained as such.

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

Materials Management Plan

26. Prior to importation or reuse of material for the development (or any part or phase of) a Materials Management Plan (MMP) shall be 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) the results of the chemical testing which must show the material is suitable for use on the development; and

    e) confirmation of the chain of evidence to be kept (and how held) during the materials movement, including material importation, reuse placement and removal from and to the development.

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

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

Unexpected Contamination

27. If unexpected land contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning

Authority has been notified in writing and the contamination has been fully assessed and a remediation strategy has been submitted to, and approved by, the Local Planning Authority. Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation strategy.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with Framework paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements and to ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 Policy 33).

SuDS Compliance

28. No hardstanding areas shall be constructed on the site (or brought into use) until the works under the approved surface water drainage scheme (pursuant condition 8) as they relate to hardstanding areas have been completed in accordance with the approved surface water scheme.

    Reason: To ensue appropriate implementation of the surface water drainage scheme in accordance with Policies 31 and 32 of the Cambridge Local Plan 2018.

Artificial Lighting Impact Assessment

29. No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. The assessment shall include:

    (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; and

    (iii) demonstration that proposed lighting scheme adheres to Advice Note 2 'Lighting Near Aerodromes' where necessary.

    The scheme shall be carried out in accordance with the approved details and shall be retained as such.

    Reason: To protect the amenity of nearby properties and respond appropriately to nearby sensitive receptors including Cambridge Airport (Cambridge Local Plan 2018 policies 36, 37, 69 and 70).

Photovoltaic Glare Study (Building B)

30. Prior to the installation of any rooftop photovoltaic panels on Building B, a photovoltaic glint and glare study shall be submitted to and approved in writing by the Local Planning Authority. The installation of any photovoltaic panels on Building B shall take place in accordance with approved details of the study.

    Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through confusion with aeronautical ground lights or glare in accordance with Policy 37 of the Cambridge Local Plan 2018.

Photovoltaic Glare Study (Building C)

31. Prior to the installation of any rooftop photovoltaic panels on Building C, a photovoltaic glint and glare study shall be submitted to and approved in writing by the Local Planning Authority. The installation of any photovoltaic panels on Building C shall take place in accordance with approved details of the study.

    Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through confusion with aeronautical ground lights or glare in accordance with Policy 37 of the Cambridge Local Plan 2018.

Crane Rig Lighting

32. Obstacle lights shall be placed on any crane above a maximum jib height of 10m AOD to be used in the development and the obstacle lights shall be retained throughout the period any crane is on site. The obstacle lights must be steady state red lights with a minimum intensity of 200 Candela. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at www.caa.co.uk).

    Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through interference with communication, navigational aids and surveillance equipment in accordance with Policy 37 of the Cambridge Local Plan 2018.

BREEAM Design Stage Certification (Water)

33. Within 12 months of commencement of the construction of each building, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'outstanding' will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'outstanding', a statement shall also be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applied to the development.

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

SuDS Maintenance

34. Details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The approved details shall be maintained in full.

    Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 181 and 182 of the National Planning Policy Framework 2024.

Materials Management Plan Completion Report (Building B)

35. Building B hereby approved shall not be occupied until a completion report demonstrating full compliance with the approved MMP pursuant to Condition 26 (Materials Management Plan) and any remediation works required by the Local Planning Authority as a result of the discovery of any unexpected contamination, has been submitted to and approved in writing by the local planning authority.

    Reason: To ensure that the reuse or importation of material on site has been appropriately managed on site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

Materials Management Plan Completion Report (Building C)

36. Building C hereby approved shall not be occupied until a completion report demonstrating full compliance with the approved MMP pursuant to Condition 26 (Materials Management Plan) and any remediation works required by the Local Planning Authority as a result of the discovery of any unexpected contamination, has been submitted to and approved in writing by the Local Planning Authority.

    Reason: To ensure that the reuse or importation of material on site has been appropriately managed on site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

Travel Plan (Building B)

37. Prior to first occupation of Building B a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify

the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative means of sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with the approved Travel Plan.

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

Travel Plan (Building C)

38. Prior to first occupation of Building C a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative means of sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with the approved Travel Plan.

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

Landscape Management and Maintenance Plan

39. Prior to first occupation or the bringing into use of the development, hereby permitted, 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 by the Local Planning Authority in writing. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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

Flying Pig Public House Works

40. Before the occupation of any building hereby permitted all the works in respect of the Flying Pig Public House as shown on Drawing Nos. 18059_(12)_P140 Rev. P02, 18059_A_ (00)_P400 Rev. P06, 18059_A_(00)_P402 Rev. P05, 18059_(00)_P401 Rev. P04, 18059_(00)_P099 Rev. P11, 18059_(00)_P100 Rev. P08, 764.01_(DP)_006 Rev. P1, 764.01_(DP)_009 Rev. P3, 764.01_(DP)_011 Rev. P1 and 764.01_(SC)_007 Rev. P4 must be completed.
    Reason: To ensure the works to the public house including all associated works are undertaken and completed to enable to re-opening of the public house in accordance with Policy 76 of the Cambridge Local Plan 2018.

Programme of Highway Works

41. Prior to first occupation of any part of the development, a programme for the delivery of the highway works to Hills Road shall be submitted to and approved in writing by the Local Planning Authority. The programme shall provide for the delivery of highway works substantially in accordance with the principles shown on Drawing No. 07022-PJA-XX-XX-DR-TR-000100 General Arrangement P04. The works shall thereafter be delivered in accordance with the approved programme.

    Reason: In the interests of highway safety and to mitigate the impact of the development (Cambridge Local Plan 2018, Policy 81).

Details of Plant and Filtration

42. The operation of any food and beverage uses, including the Flying Pig public house, shall not commence until a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours and to discharge at an appropriate outlet height / level, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use is first commenced and shall be retained as such. All odour filtration/extraction/abatement systems shall always be designed and operated in accordance the "Control of Odour and Noise from Commercial Kitchen Exhaust Systems (update to the 2004 report prepared by NETCEN for DEFRA) dated 05-09- 2018" or as superseded.

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

Details of Odour Extraction and Filtration

43. Prior to the first occupation/use of the development, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the Local Planning Authority. The approved extraction/filtration scheme shall be installed before the use is first commenced and shall thereafter be retained as such.

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

BREEAM Post Construction Certification

44. Prior to the first use or occupation of each building, or within 12 months of first use or occupation of each building, a BRE issued post Construction Certificate shall be submitted to and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability or building design, the equivalent level of measure shall be applied to the development.

    Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge

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

Lighting and Ecological Management Plan

45. Prior to the first occupation of any of the development a Lighting and Ecological Management Plan (LEMP) shall be submitted to and agreed in writing by the Local Planning Authority. This shall include:

    a) detail on how the proposed ecological features, such as planting and bird/bat boxes will be established and managed for the long-term to enhance the ecological value at the site;

    b) the type and location of bat and bird boxes; and

    c) detail on how the lighting during the operational phases of the development will be designed and managed to minimise impacts on the Cambridge University Botanic Garden County Wildlife Site (CoWS) and across the wider development. This will be based on the Bat Conservation Trust guidance on artificial lighting (BCT, 2018).

    The approved LEMP shall be implemented and retained in accordance with the approved details.

    Reason: To improve the biodiversity on site and to mitigate any potential impacts upon biodiversity within the adjacent Botanic Gardens (Cambridge Local Plan 2018 policy 69).

Bird Hazard Management Plan

46. Prior to first occupation, a Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

    a) the management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and resting birds;

    b) physical arrangements for the lidding, collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste;

    c) a good housekeeping plan to ensure spilt or dropped food is cleaned up promptly; and

    d) signs deterring people from feeding the birds.

The BHMP shall be implemented as approved upon first occupation and shall remain in force for the life of the development.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through interference with communication, navigational aids and surveillance equipment in accordance with Policy 37 of the Cambridge Local Plan 2018.

Car and Cycle Parking Management Plan

47. Prior to first occupation a Car and Cycle Parking Management Plan (CCPMP) shall be submitted to and approved in writing by, the Local Planning Authority. The approved CCPMP shall include details:

    a) how the car and cycle parking spaces will be allocated;

    b) how access to the car and cycle parking area will be controlled, including after hours; and

    c) the location and appearance of proposed security measures such as gates/shutters across the vehicle entrance/exit.

    The development shall be carried out in accordance with the CCPMP and retained thereafter.

    Reason: To ensure the development does not have an unacceptable impact on highways safety (Cambridge Local Plan 2018, policies 81 and 82).

Waste Management Plan (Building B)

48. Prior to first occupation of Building B, a waste management plan shall be submitted to and agreed in writing by the Local Planning Authority. The waste management plan shall be implemented in accordance with the approved details and retained thereafter.

    Reason: To ensure appropriate storage and collection of waste in the interests of visual amenity (Cambridge Local Plan 2018 policies 56 and 57).

Waste Management Plan (Building C)

49. Prior to first occupation of Building C, a waste management plan shall be submitted to and agreed in writing by the Local Planning Authority. The waste management plan shall be implemented in accordance with the approved details and retained thereafter.

    Reason: To ensure appropriate storage and collection of waste in the interests of visual amenity (Cambridge Local Plan 2018 policies 56 and 57).

Bicycle Racks (Building B)

50. Prior to first occupation of Building B, details of the two-tier bicycle racks which shall be assisted shall be submitted to and agreed in writing by the Local Planning

Authority. The two-tier bicycle racks shall be installed in accordance with the approved details and retained in perpetuity.

Reason: To ensure convenient and accessible cycle parking is provided in accordance with Policy 82 of the Cambridge Local Plan 2018.

Bicycle Racks (Building C)

51. Prior to first occupation of Building C, details of the two-tier bicycle racks which shall be assisted shall be submitted to and agreed in writing by the Local Planning Authority. The two-tier bicycle racks shall be installed in accordance with the approved details and retained in perpetuity.

Reason: To ensure convenient and accessible cycle parking is provided in accordance with Policy 82 of the Cambridge Local Plan 2018.

Restriction of Use Classes Order (Buildings B and C)

52. The areas of internal floorspace identified as 'F&B' and coloured purple at ground-floor level within Building B and Building C on Drawing No. 18059_(00)_P100 Ground Floor Plan - Proposed P07 shall be used only for uses falling with Class A1, A2 or A3 only and for no other purpose. Once an A1, A2 or A3 use is first implemented, any subsequent use of the identified areas shall only be for uses falling within Class E(a), E(b) or E(c) of Schedule 2 Part A Class E(b) of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

Reason: To ensure an appropriate mix of uses at ground-floor level and to provide active uses to the buildings frontages, in accordance with Policies 40 and 56 of the Cambridge Local Plan 2018.

Hours Restriction (Servicing and Deliveries)

53. All servicing, delivery and collections for Building B and Building C shall be undertaken between the hours of 0700 to 2300 Monday to Saturday only, excluding Sundays, bank and other public holidays.

Reason: In the interest of residential amenity (Cambridge Local Plan 2018 Policy 35).

Pub Use Only (Flying Pig)

54. The Flying Pig public house shall only be used for uses falling within Schedule 2 Part A Class E(b) of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

Reason: To retain the existing use of the premises for the sale of food and drink mostly undertaken on the premises in accordance with Policy 76 of the Cambridge Local Plan 2018.

Operational Plan (Recording Studio)

55. Prior to the first occupation of Building B, an Operational Plan for a recording studio of at least 10 sq.m, shall be submitted to and approved in writing by the Local Planning Authority. The operational plan shall include:

    a) Details of its location;

    b) Design and recording equipment specification;

    c) Access and booking arrangements, including for members of public, including days and hours of availability and how this is managed;

    d) A statement setting out how its use would complement the music and cultural offerings of the Flying Pig PH and allow for equal and inclusive access; and

    e) A commitment for a review 12 months from first use.

The recording studio shall be implemented in accordance with the approved Operational Plan and shall be provided no later than first occupation of Building B, or in accordance with an alternative timetable approved in writing by the Local Planning Authority.

Reason: To ensure the development provides appropriate opportunity for the community and existing community assets including the Flying Pig Public House as a music, cultural and entertainment venue (Cambridge Local Plan policies 14, 25 and 73).

End of conditions

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 City Local Plan 2018

26/03441/FUL – 7 Ditton Fields

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Abbey

Proposal: Addition of external wall insulation to solid wall constructed parts of the building

Applicant: Cambridge City Council

Presenting officer: Laura Horan

Member site visit date: N/A

Key issues: 1. Principle and Carbon reduction

2. Design/Visual Impact

3. Residential Amenity

Recommendation: Approve subject to conditions

1. Reason for Referral

1.1 This is a Council Own-Interest Application. To ensure openness, transparency and probity in the decision-making process, the application is reported to Planning Committee in accordance with the National Scheme of Delegation and the Greater Cambridge Shared Planning Scheme of Delegation.

1.2 **Artificial Intelligence (AI)**

AI may have been used as an administrative tool to assist in the drafting and formatting of this report. It has not been used to assess the planning merits of the application or to exercise professional planning judgement. The analysis, conclusions and recommendation are those of the case officer.

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2. Executive summary

2.1 The application property is 7 Ditton Fields, Cambridge, which is a two-storey end of terrace dwelling located within a residential setting.

2.2 The application seeks planning permission for the rendering of No.7 Ditton Fields using an EWI propriety render system.

2.3 This application is being presented to the Planning Committee due to the applicant being the Local Authority – Cambridge City Council.

2.4 A rendered finish would enlarge the external footprint of the building by the thickness of the product (approximately 120mm per wall rendered area). Officers consider the prosed increase in external footprint to be relatively minor and would not significantly change the visual prominence of the dwelling.

2.5 The Environmental Health Officer and the Local Highways Authority have been consulted on the application and neither raise any objections to the proposed works.

2.6 No third-party representations have been received.

2.7 The proposal would result in a property that is better insulated thereby reducing its carbon footprint. Officers recommend that the Planning Committee approve the application.

Consultee	**Response**
Environmental Health	No objection
Local Highways Authority	No objection

3. Site description and context

3.1 The application property is a two-storey end of terrace dwelling located within a residential setting, finished in red facing brick. The character of the street scene is predominantly two storey semi-detached or terraced properties, which are a mixture of Council owned and private properties with dwellings finished in red facing brick or light-coloured render.

3.2 To the north, east, south, and west of the site are residential dwellings.

3.3 There are no site constraints.

4. The proposal

4.1 Planning permission is sought for the addition of external wall insulation to solid wall constructed parts of the building.

5. Relevant site history

5.1 None relevant.

Relevant Neighbour History

5.2 25/00564/FUL - Addition of external wall insulation to the solid wall constructed parts of the building. A condition will be required for the final top coat colour to be chosen – Permitted

5.3 25/00564/CONDA - Submission of details required by condition 3(External Wall Render) of planning permission 25/00564/F – Discharge Condition in Full.

6. Policy

6.1 National policy

- National Planning Policy Framework 2026
- National Planning Practice Guidance
- National Design Guide 2021
- Circular 11/95 (Conditions, Annex A)

Draft Greater Cambridge Local Plan 2024-2045

6.1.1 The Proposed Submission Greater Cambridge Local Plan represents the latest 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. The Proposed Submission Local Plan was published for public consultation (under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 3 August and 25 September 2026. At this stage, the Proposed Submission Local Plan and its policies can only be afforded limited weight as a material consideration in decision making.

NPPF 2026

6.1.2 The updated NPPF (2026) is a material consideration which must be considered where it is relevant to a planning application. It is intended to create a clearer, more rules-based planning system, accelerate housing delivery, support economic growth, and make planning decisions more predictable. The NPPF introduces a suite of national Development Management decision making policies. This includes applying the presumption in favour of sustainable development found in Policies S3 and S4, which require approving development proposals that accord with an up-to-date development plan without delay, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the decision-making policies in the Framework.

6.1.3 For the purposes of decision making, Annex A of the NPPF states that Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in the Framework should be given very limited weight.

6.1.4 A review of the adopted Local Plan policies has been undertaken in the context of the updated NPPF. This has found that most policies in both adopted plans remain broadly consistent with national policy and can be given weight until replaced by policies in the Greater Cambridge Local Plan.

6.2 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development
Policies 28 & 29: Renewable and low carbon energy
Policy 30: Energy-efficiency improvements in existing dwellings
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 58: Altering and extending existing buildings

6.3 **Supplementary Planning Documents**

- Sustainable Design and Construction SPD – Adopted January 2020

6.4 Other guidance

- None relevant

7. Consultations

Publicity

Neighbour letters – Y

Site Notice – Y

Press Notice – N

Environmental Health Officer - No Objection

7.1 No concerns raised regarding the proposals in terms of potential Environmental Health impacts. No objections and no relevant conditions to recommend.

Local Highway Authority - No Objection

7.2 No significant adverse effect upon the Public Highway should result from this proposal should it gain benefit or Planning Permission.

8. Third party representations

8.1 No third-party representations have been received.

9. Member Representations

9.1 No member representations have been received.

10. Local Groups / Petition

10.1 No Local Groups / Petitions have been received.

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

11. Assessment

Decision Making Principles

11.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF sets out the Government's policies for plan making and for making decisions on development proposals. It is a material consideration of considerable importance. In making decisions, the NPPF should be read alongside policies in the development plan. It advises that proposals which accord with an up-to-date development plan should be approved without delay.

12. Principle of Development

12.1 Policy 1 of the Cambridge Local Plan (2018) sets out that the Local Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development. Sustainable development proposals will be supported unless material considerations indicate otherwise, taking into account whether a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or b) Specific policies in that Framework indicate that development should be restricted.

12.2 Policy 30 states that extensions and/or alterations to existing dwellings

should be accompanied by cost-effective improvements to their energy efficiency. This may include the installation of cavity wall or loft insulation, the replacement of F- and G-rated boilers, heating controls upgrades, and the application of draught stripping on openings.

12.3 The proposal sees the application of insulated external render to the solid wall parts of the building's construction. The works would improve the energy efficiency of the dwelling, reduce heating requirements and help with lowering carbon emissions. The proposal complies with Policies 1 and 30 of the Cambridge Local Plan (2018).

13. Design and Visual Impact

13.1 This FUL application proposes the addition of external wall insulation to the solid wall constructed parts of the building. A rendered finish which will enlarge the external footprint of the building by the thickness of the product (approximately 120mm per wall rendered area). The finished render colour being proposed is Soft Rose.

13.2 Ditton Fields comprises an outer ring estate road connecting to Newmarket Road on each end with multiple internal estate roads linked with one another. 7 Ditton Fields is a two-storey end of terrace dwelling, finished in red facing brick. Properties along Ditton Fields are two storey semi-detached or terraced style dwellings with red facing brick. Some properties within the locale have already benefitted from insulated render. In addition, an application was permitted under Ref. 25/00564/FUL to render an additional 87 properties along Ditton Fields in a 'Soft Rose' colour, including the attached neighbouring property (No.5 Ditton Fields). As such, it is not considered an additional property being rendered would significantly alter the character and appearance of the street scene.

13.3 It is therefore considered that the proposal would not result in an unacceptable level of impact on the existing properties, street scene or surrounding areas. Therefore, it would comply with policies 55, 56 and 58 of the Cambridge Local Plan 2018 and is consistent with NPPF, policies L2, DP3, and N3 which promote the efficient use of land, high-quality and context-responsive design and the creation of attractive, healthy and sustainable places.

14. Amenity and Highways

14.1 Policy 58 of the Cambridge Local Plan (2018) permits extensions and / or alterations to existing buildings provided they do not unacceptably overlook, overshadow or visually dominate neighbouring properties.

14.2 The development would result in the external elevations of the house moving marginally closer to the boundaries but it is considered that this would not affect residential amenity.

14.3 No objections have been received from neighbouring occupiers. A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal accords with policies 35, 56, and 58 of the Cambridge Local Plan 2018 and is consistent with NPPF Policies DP3 and P2.

14.4 The Environmental Health Officer has been consulted on the proposal, and they have not raised any objections. There are no concerns regarding the proposals in terms of potential Environmental Health impacts and no relevant conditions to recommend. Highway Safety and Transport Impacts

14.5 The Local Highways Authority has been consulted on the proposal, and they have raised no objections. Following a review of the documents provided to the Highway Authority as part of the planning application, no significant adverse effect upon the Public Highway should result from this proposal should it gain benefit of Planning Permission.

14.6 The proposal is compliant with Policies 81 Cambridge City Local Plan (2018) and Policy TR6 of the NPPF.

15. Planning Balance

Decision-Making Framework

15.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF 2026 is a material consideration of considerable importance and should be read alongside the Development Plan.

15.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have also assessed the proposal against the relevant national decision-

making policies contained within the NPPF 2026, including Policies DP3, TR6, and CC2 where relevant to the development proposed.

Benefits of the Proposal

15.3 The proposal would provide the following benefits which attract positive weight in the planning balance:

- Climate resilience improvement, lowering of carbon footprint.

15.4 This benefit attracts substantial weight in favour of the proposal.

Harm and Areas of Policy Conflict

15.5 No harm is found to arise from the proposal.

Overall Planning Balance

15.6 Having considered the Development Plan as a whole, the relevant provisions of the NPPF 2026, all consultation responses and other material considerations, officers conclude that the proposal accords with the Development Plan and is broadly consistent with the relevant national decision-making policies of the NPPF.

15.7 Officers recommend that planning permission should be **GRANTED**.

Recommendation

15.8 That the Committee resolves to **GRANT PLANNING PERMISSION** subject to**:**

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

Planning conditions

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

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

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

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

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

   Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 58 (for extensions))

Background papers:

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

- Cambridge City Local Plan 2018

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Greater Cambridge Shared Planning

Cambridge City Council - Appeals for Committee

GREATER CAMBRIDGE SHARED PLANNING

Appendix 1: Decisions Notified By The Secretary of State

REFERENCE	SITE ADDRESS	DETAILS	DECISION	DECISION DATE	PLANNING DECISION
(APP/Q0505/C/26/3378100)	66 Teversham Drift Cherry Hinton Cambridge Cambridgeshire CB1 3JZ	Appeal against - Erection of front and rear extentions without planning permsission	Appeal Dismissed	09/11/2026	Appeal against enforcement notice
25/02147/FUL (6007602)	Cambridge Rugby Union Club Grantchester Road Newnham Cambridge Cambridgeshire CB3 9ED	Construction of 5no floodlit padel tennis courts with canopy, club hut and landscaping	Appeal Allowed	10/11/2026	Refusal of planning permission (Committee Decision (Area/Main))
25/04801/FUL (6007605)	Cambridge Rugby Union Club Grantchester Road Newnham Cambridge Cambridgeshire CB3 9ED	Construction of floodlit padel tennis facility with club hut and landscaping	Appeal Allowed	10/11/2026	Refusal of planning permission (Committee Decision (Area/Main))

Appendix 2: Appeals received

REFERENCE	SITE ADDRESS	DETAILS	DATE LODGED
26/01257/FUL (6018500)	Land Adjacent To 49 Elfleda Road Cambridge Cambridgeshire CB5 8NA	Erection of 1 No. dwelling following demolition of existing garages.	27/10/2026

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)
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)
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.	Refusal of planning permission (Committee Decision (Area/Main))
EN/00032/25 (APP/Q0505/C/26/3378061)	21 Earl Street Cambridge Cambridgeshire CB1 1JR	The change of roof design to an outbuilding in the rear garden.	Appeal against enforcement notice
(6011649 6011650)	13 Highfield Avenue Cambridge Cambridgeshire CB4 2AJ	Appeal against - Without planning permission, the erection of an outbuilding not in accordance with the approved plans attached to planning permission ref. 25/00141/HFUL, or any other planning permission.	Appeal against enforcement notice

Appendix 5: Appeals Pending Statement from the Local Planning Authority

NO RESULTS
Data extracted at: 2026/11/20 13:36:07