

Application Number	20/03429/FUL	Agenda Item	1M
Date Received	10th August 2020	Officer	Phil McIntosh
Target Date	9th November 2020		
Ward	Trumpington		
Site	104 - 112 Hills Road Cambridge Cambridgeshire		
Proposal	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.		
Applicant	C/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The proposed development provides additional employment floorspace in a location where there is strong demand and which results in a significant benefit to jobs in Cambridgeshire
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	<ul style="list-style-type: none"> - The design and scale of the proposed development responds positively to the surrounding built form and removes existing buildings which detract from the Conservation Area - The proposed development will not adversely impact upon the character and quality of the Cambridge skyline - The proposed development retains the Flying Pig public house as its own entity and will not adversely affect its viability - The proposed development would not have a significant adverse impact on the setting of the Botanic Gardens - The proposed development is acceptable in highways terms in the context of mitigations secured - The proposed development would provide BREEAM Outstanding rated office buildings which exceed Development Plan requirements - The proposed development will deliver an increase in biodiversity net gain (570%)
RECOMMENDATION	GRANT PLANNING PERMISSION subject to planning conditions and completion of a Section 106 Agreement

2.0 SITE DESCRIPTION/AREA CONTEXT

- 2.1 The application site currently consists of 5 buildings; Betjeman House, Francis House, Ortona House, the Flying Pig public house and a multi-storey car park. There is also some car parking at ground level at the northern end of the site. Betjeman House is a 3 storey buff brick building which is set back from the road frontage bordering the western boundary. In contrast, the Flying Pig public house, Ortona House and Francis House all front Hills Road with minimal setback from the street. Francis House is a 3 storey 'U' shaped red brick office building with grey profiled metal

mansard roof. The multi-storey car park sits to the rear of Francis House and is constructed of similar materials. Adjoining Francis House to the north is Ortona House which is 4 storeys. The first and second floor consist of a yellow brick mix whilst the upper and lower ground floor are clad in stone. There is also a lead porch roof along the ground floor. The Flying Pig is a modest 2 storey Victorian pub built in circa 1840 with slate roof, blue rendered frontage and walled beer garden to the rear.

- 1.2 There are 3 vehicle access points into the application site, one along the southern boundary serving the multi-storey car park, one for the Flying Pig and one to the ground level car park which is shared by Botanic House and Betjeman House.
- 1.3 Hills Road is a primary distributor single carriageway road and is one of the major radial routes into Cambridge. The carriageway includes a mandatory (northbound) and advisory (southbound) cycle lane in each direction. The junction with Station Road and Hills Road is in close proximity to the north-east of the application site.
- 1.4 The character of the area is mixed in terms of land use and built form. The scale of buildings in the immediate context of the application site ranges from 2 to 7 storeys. The terraces opposite are of a finer urban grain and domestic scale however, this quickly transitions to the coarser grain of a larger scale such as Kett House and Botanic House which is directly adjacent to the application site. The area east of the application site contains the more recent development known as CB1. Areas to the north are predominantly traditional residential terrace housing, save for the development along Hills Road which varies in character. The open space of the Botanic Garden adjacent to the application site spreads to the west as far as Trumpington Road and south of the application site where it abuts Hills Road. Beyond the Botanic Gardens to the south is predominantly a pocket of residential development, although this is interspersed with some commercial offices towards Hills Road.
- 1.5 The application site lies within the New Town and Glisson Road Conservation Area and adjacent to the Cambridge University Botanic Gardens which is a Grade II* registered park and garden.
- 1.6 The application site is located approximately 500m walk from Cambridge railway station and guided busway and is 1km walk

from the city centre. The application site is well connected with cycle paths and footways and there are also bus stops within 50m of it northbound and southbound along Hills Road, as well as Station Road. It is therefore a sustainable location.

- 1.7 The application site is situated within a Controlled Parking Zone and there are other residents parking schemes surrounding it. The closest on street parking available (pay and display) is in Shaftesbury Road which is approximately 500m walking distance south-west of the site.

2.0 THE PROPOSAL

- 2.1 The proposed development includes the complete demolition of Betjeman House, Ortona House, Francis House and the multi-storey car park. In place of these structures, two new commercial buildings (5 storeys and 7 storeys respectively) are proposed with mixed uses at ground floor and office space on the upper floors. The buildings are proposed to meet BREEAM Outstanding accreditation, certified WELL Platinum capable (health and wellbeing) and WIRED Platinum certified (digital connectivity).
- 2.2 The office accommodation is proposed to provide floorspace which can be occupied flexibly from start-ups through to established companies. The floorspace breakdown is provided in table 1 below. The Net Internal Area consists of 1,566m² of proposed food and beverage space and 26,674m² of office space. Flexible use is sought for A1, A2, A3 and B1(a) and B1(b) use on the ground floor and B1(a) and B1(b) on the upper floors. The application is required to be determined on the basis of the former use classes as these were in place at the time the application was submitted.

Table 1: Floorspace

Building	Proposed GIA (m ²)	Proposed NIA (m ²)
Building B	21,024	15,342
Building C	17,250	12,820
Basement	15,538	78
Total	53,812	28,240

- 2.3 The ground floor proposes to include space for co-working and food and beverage use, although flexibility is sought regarding the mix of uses. The office floorspace will allow for flexible tenancies ranging from start-up/micro businesses through to

larger established companies. The buildings also include outdoor terraces and a roof garden which can be used for a range of activities from outdoor workspaces through to exercising. The proposals also include a basement over 2 levels to provide car parking (200 spaces, including 58 spaces with electric vehicle charging points), cycle parking (1,374 spaces), scooters (82 spaces), motorcycles (9 spaces) and associated services and facilities. A further 56 visitor cycle parking spaces are provided at street level. A network of open space is provided at ground level, some of which forms part of the public realm and other private spaces for occupants of the buildings. The Flying Pig public house will be retained other than a section to the rear which will be demolished and replaced with a part single/part two storey rear extension and basement. The existing pub garden will also be replaced and positioned to the south of the public house.

- 2.4 Segregated access to the basement for cars and cyclists will be at the southern end of the application site where the existing multi-storey car park access is positioned. Servicing will take place from the centre of the application site in the form of a new access to a mews between the 2 commercial buildings across a public square. The existing accesses to the rear of Botanic House and adjacent to the Flying Pig are proposed to be removed.
- 2.5 In terms of highways improvements, it is proposed to relocate the southbound bus stop approximately 40m north of its existing location. This will facilitate the provision of a new Toucan crossing on Hills Road, providing a safe crossing point for pedestrians and cyclists directly to the application site. The western footway will be expanded to further accommodate pedestrian and cyclist access to the application site. The existing southbound cycle lane will be upgraded from advisory to mandatory.
- 2.6 The application is accompanied by the following supporting information:

Location Plan	Archaeological Impact Assessment
Site Plan	Sustainability Statement
Floor Plans	Design and Access Statement
Elevations	Construction Management Plan
Sections	Drainage Strategy
Environmental Statement	Flood Risk Assessment
Planning Statement	Economic Benefits Statement
Transport Statement	Heritage Statement

Environmental Impact Assessment (EIA)

- 2.7 The proposed development has been assessed as falling within the remit of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (as amended) (the EIA Regulations). This is because of the characteristics, location and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset. The Government's Planning Policy Guidance highlights that the Environmental Statement (ES) should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate.
- 2.8 The National Planning Practice Guidance notes; *the aim of EIA is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process.*
- 2.9 An EIA is undertaken to inform planning application decisions for particular projects, based on the requirements set out in the EIA Regulations. The ES reports the findings of an independent assessment of environmental effects, which presents the environmental effects objectively from any planning argument for the proposed development. The test of consent for a planning application is whether the proposals are an acceptable use of the land, in terms of and measured against relevant planning policies – at national and local levels.

Scope

- 2.10 The applicant voluntarily entered the EIA process however, the proposal was subject to a scoping opinion prior to submission in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (ref.: 19/1722/SCOP).

The Council was supportive of the scope of the EIA covering the matters of Transport, Ecology and Nature Conservation, Economy and Employment, Climate Change, Microclimate (Wind), Townscape and Visual Amenity and Heritage; and was of the opinion that the matter of arboriculture should also be included in the EIA. The applicant confirms (and officers are satisfied) that the submitted ES is based on the advice set out in the EIA Scoping Opinion and the EIA Regulations.

Methodology

- 2.11 The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational. An ES Addendum was subsequently submitted in response to the Council's request for further information. Having assessed the submitted application, officers are satisfied that the ES and other additional information provided complies with the 2017 EIA Regulations and that sufficient environmental information has been provided to assess the environmental impacts of the proposed development.
- 2.12 Regulation 26 of the EIA Regulations states that when determining an application in relation to which an ES has been submitted, the relevant planning authority, the Secretary of State or an inspector, as the case may be, must—
- a) examine the environmental information;
 - b) reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination;
 - c) integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and
 - d) if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures. This requirement is dealt with throughout the report.

3.0 PLANNING HISTORY

- 3.1 05/0847/FUL - Redevelopment to provide mixed use scheme comprising 188 residential units; B1 office use; retail/food and drink (Classes A1; A3 and A4 uses), together with associated basement car parking and servicing; and two new public open

spaces with associated hard and soft landscaping; including re-location of the war memorial. Refused and appeal withdrawn.

- 3.2 06/0552/FUL - Redevelopment to provide mixed use scheme comprising 156 residential units (including 40% affordable housing); B1 office use; retail / food and drink (Classes A1; A3 and A4 uses, including retention of 'Flying Pig' Public House), and new community use, together with associated basement car parking and servicing; amenity space (external and internal) with associated hard and soft landscaping; including re-location of the war memorial and provision of public art respectively. Granted August 2007.
- 3.3 08/1058/S73 - Variation of conditions 2, 5, 6, 7, 10, 11, 12, 14, 16, 17, 18, 20, 21, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34 and 37 for planning permission 06/0552/FUL to allow the office element of the approved scheme to be constructed as the first phase of the development. Granted October 2008.
- 3.4 09/1177/EXP - Extension of time for implementation of 06/0552/FUL - redevelopment to provide mixed use scheme only. Granted June 2010.
- 3.5 19/1722/SCOP – Scoping Opinion for EIA development. Issued February 2020.

4.0 PUBLICITY

- 4.1

Advertisement:	Yes
Adjoining Owners/Occupiers:	Yes
Site Notices Displayed:	Yes
- 4.2 Prior to the submission of the application, the applicant held a series of exhibitions and workshops to seek public/stakeholder views on the proposed development.
- 4.3 The proposals have also been discussed with officers as part of comprehensive pre-application work, as well as presentations to the Design and Conservation Panel and Disability Panel.

5.0 PLANNING POLICY, GUIDANCE AND OTHER MATERIAL CONSIDERATIONS

EIA Directives and Regulations – EIA Regulations

- 5.1 European Union legislation with regard to environmental assessment and the planning regime remains unchanged despite the UK leaving the European Union on 31 January 2020. The Government passed secondary legislation in October 2018 to ensure the continued operation of the EIA regime.

The Conservation of Habitats and Species Regulations 2017

- 5.2 Consideration has been given to the application of the Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations'). Regulation 63 of the Habitats Regulations requires that the decision making authority before deciding to...give permission...for a plan or project which is likely to have a significant effect on a European site and is not directly connected with or necessary to the management of that site, must make an '*appropriate assessment*' of the implications of the plan or project for that site in view of the site's conservation objectives.
- 5.3 The application site is not in the vicinity of any designated (European) sites of nature conservation importance and is not within such a designation. The Council is satisfied that the application is unlikely to have a significant effect on a European designated site, either on its own or in combination with other projects and would not result in likely significant effects on European designated sites.

Planning and Compulsory Purchase Act 2004 (as amended)

- 5.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for the LPA is the Cambridge Local Plan 2018.

Community Infrastructure Levy Regulations 2010 (as amended)

- 5.5 The Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) generally set out regulations relating to the Community Infrastructure Levy (CIL). Part 11 refers specifically to planning obligations and is relevant to the consideration of this application and will influence the final content of Section 106 Agreement, in the event that planning permission is granted.
- 5.6 CIL Regulation 122 imposes limitations on the use of planning obligations. It states (where there is no CIL charging regime), a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development, and
 - (c) fairly and reasonably related in scale and kind to the development.

Equalities Act 2010

- 5.7 The application has been assessed against the relevant sections of the Equalities Act 2010. It is not considered that the application discriminates against people with protected characteristics (age, gender reassignment, being married or in a civil partnership, being pregnant or on maternity leave, disability, race including colour, nationality, ethnic or national origin, religion or belief, sex, sexual orientation) specified in this Act.

Use Classes Order Change

- 5.8 From 1st September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (2020 No. 757) came into force.
- 5.9 Three new use classes have been created by this change: Class E (Commercial, business and service), Class F.1 (Learning and non-residential institutions) and F.2 (Local community).
- 5.10 Class E creates a new commercial, business and service use class which subsumes retail (A1), financial and professional

services (A2), restaurants and cafes (A3) and business (B1a/b/c) use classes. Uses such as gyms, nurseries/creches and health centres (previously in use classes D1 Non-residential institutions and D2 Assembly and leisure) and other uses which are suitable for a town centre area are also included in Class E. Since 1st September 2020 planning permission is not required for changes between these, what were until recently, different kinds of uses. This is because they are now grouped into the same use class and therefore will not constitute development.

- 5.11 For example, a retail shop can change to a restaurant, or an office building could change to a retail supermarket without needing planning permission for a change of use (providing there are no conditions, section 106 obligations restricting the existing use).
- 5.12 Uses which can have potential amenity impacts on neighbouring properties will become sui generis and any material change of use will require planning permission. This includes pubs/bars, takeaways, cinemas, concert, dance, and bingo halls.
- 5.13 For any planning applications submitted before 1 September 2020, the Use Classes in effect when the application was submitted are to be used to determine the application.

Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 2, 14, 21, 25, 28, 29, 31-37, 40, 42, 55-62, 67, 71, 76, 80-82 and 85

Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Practice Guidance Circular 11/95 (Annex A)
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Supplementary Planning Guidance	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Cambridge Flood and Water (2018)</p> <p>Public Art (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The Highways Officer supports the principle of the proposed highways. Conditions are recommended regarding highways works to be carried out in accordance with the details provided and a traffic management plan.

Cambridgeshire County Council (Transport Assessment Team)

- 6.2 The County Officer issued a holding objection as they sought more information prior to issuing a full consultation response.
- 6.3 Additional information was provided and the objection has been removed subject to the imposition of a Travel Plan condition, highways works as agreed and a financial payment of £500,000 to be secured by a S106 legal agreement for improvements to the Station Road/Hills Road junction.

Urban Design Officer

- 6.4 There has been a positive response to the urban design comments made during the pre-application process, which has resulted in substantial reductions to the scale and massing; the retention, refurbishment and integration of the Flying Pig public house; and changes to the materials and detailed design of the buildings. In urban design terms, the scheme has been well considered and it is an improvement on the extant consented

scheme. There are a few points of clarification, some of these could be addressed through a condition and others require additional information to be submitted.

- 6.5 Amendments were sought regarding provision of a raised table across the vehicle entrance, clarification of servicing for Botanic House and provision of shadow studies. An amended plan showing a raised table has been provided. The officer was reconsulted and has confirmed that the scheme is acceptable in urban design terms, subject to conditions in relation to materials and roof top plant.

Conservation Officer

- 6.6 The main impacts are on the Botanic Garden, on the appearance of the Conservation Area, and on the integrity of the Flying Pig. Clearly the proposed buildings will have a marked scale and setting impacts. The level of harm to the significance of the New Town and Glisson Road Conservation Area and the Botanic Garden would be at a moderate level of less than substantial harm. Comparison to the consented scheme (albeit that was not of the same site boundary) means a considerably reduced degree of harm to the character and appearance of the Conservation Area than if that scheme was fully implemented.
- 6.7 With regard to the Flying Pig, the officer considers it is a significant improvement on the extant consented scheme, that the Flying Pig is now to be retained. However, does not see the retention of it as a mitigation factor however, but more as an appropriate response given the extension of the conservation area since the earlier planning permission granted in 2007.
- 6.8 The proposed removal of the rear outrigger of the building, the small stores and the right boundary wall (the right hand rear boundary wall is of brick and flint which could be salvaged and reused in the new boundary) would harm the integrity of the nineteenth century building as an entity. It is appreciated though that the reconfiguration proposed seeks to integrate the building and importantly, its current use within the overall development.
- 6.9 Part of the proposed basement would underlie the Flying Pig. For the scheme to be approved, a condition should require that no demolition of elements of the Flying Pig occurs until the proposed basement is in place and the parts of the Flying Pig to be retained have been structurally secured.

- 6.10 The statutory registered garden is of national significance (described in the Historic England response to this application). The setting of the Garden will be impacted by the two substantial blocks being clearly visible all year round in views from within the eastern part of the Botanic Garden. There is an existing presence of buildings on the boundaries of that end of the Garden although the proposed scheme will increase that presence. From the west, the proposed buildings would appear in the backdrop to Cory Lodge, i.e. part of the latter's setting will be affected. Rather than to set this out in more detail, in summary, the Historic England assessment of the impact of the proposals on the Garden and on Cory Lodge is agreed.
- 6.11 This current scheme would still have a strong impact on the streetscene along Hills Road, with difficult comparisons to the almshouses at the junction of Hills Road and Brooklands Avenue, and to the BLI terraced buildings opposite. The latter is a sharp contrast though there is a distance involved rather than a side by side contrast and this relationship is not as sensitive as the views up and down the west side of Hills Road. Though this amounts to harm, the differences in height of the proposed Buildings B and C help with the transition towards the Lens Building and their differing elevational treatment and materials palette add definition.
- 6.12 Conditions are recommended regarding materials and structural support for the Flying Pig.

Historic England

- 6.13 The site has an extant planning consent dating from 2008 for redevelopment to provide a mixed use scheme comprising 156 residential units, office use, retail/food and drink, façade retention of the Flying Pig Public House, relocation of the Grade II listed war memorial and new community use. The first phase of that scheme, the seven-storey lens shaped building Botanic House, was completed in 2012. Historic England recommended that planning permission should be not granted for the application due to the detrimental impact the scale of development then proposed would have had on the historic environment.
- 6.14 Historic England were involved in detailed discussions with applicants Pace Investments and their Design Team at pre-

application stage commencing December 2019 regarding alternative proposals to provide office accommodation on the site. The scheme has evolved significantly during the past few months. The changes to the scale, massing, materials and detailed design that have been incorporated have resulted in a high quality sustainable development comprising two curvilinear blocks.

- 6.15 Consider the proposed commercial use more contextually appropriate in this sensitive location than the extant residential scheme. The overall scale - one block at six storeys and one at four storeys in height, plus setback at roof level - remains taller than much of the surrounding streetscape in this important location. However, Historic England are satisfied that the scheme in its current form would be more complementary to the adjacent Botanic Garden and to the character and appearance of the Conservation Area than the extant consented scheme.
- 6.16 Consider the proposals would cause a moderate level of harm to the significance of both the Cambridge Botanic Garden and the New Town and Glisson Road Conservation Area and that the harm would be less than substantial. On balance, in light of the extant consent, Historic England have no objections on heritage grounds to the proposals for commercial development in their current form.

Landscape Officer

- 6.17 The proposed development has been through an extensive pre-application process and taken multiple iterative design adjustments as a result of collaborative feedback. The landscape team has had extensive discussions regarding the content and viewpoint selections for the LVIA/TVIA and consider that the quality of the LVIA to be high and the conclusions fair and correct.
- 6.18 The conclusions of the LVIA identify that the bulk of adverse graded effects of the development are upon the Botanic Garden. Consideration of these effects have to take into account not only previous iterations which would have been significantly more harmful, due to the mass, height and scale of previous versions but also the potential impacts of the extant permissions. In this light, it is considered that the impacts of the architecturally interesting and attractive buildings are an acceptable imposition. Whilst the scheme cannot be 'hidden' by vegetation, the verified

views and other visualisations show that the buildings, in part, will be screened in many places by trees and vegetation in the summer months and their materiality does not present stark differences but is warm in tone.

- 6.19 The scheme presented within the application is a substantially reduced scheme in both height and mass that that first presented in early pre-application meetings and this has been in direct response to officer feedback about the potential for impacts a very large building could have on views both from the Botanic Garden but also those around the site, near and far. The reductions in height, and set backs of upper stories in particular has created a building that is now subservient, when viewed from distant views to those around it, but not so subservient when viewed from nearby as to affect its own presence on the street. It is considered that the buildings have struck the right balance between harm and positive contribution to the street and the City which the Landscape Team find acceptable.
- 6.20 The Council's Landscape Officer also sought clarification on some elements of the scheme, particularly in relation to tree pits and the impact of the basement. The applicant has provided updated information to address these concerns.
- 6.21 The Landscape Team was reconsulted and has raised no objections, with conditions recommended in the event of permission being granted to secure details of hard and soft landscaping including a management plan, tree pits, green roofs and boundary treatments.

Tree Officer

- 6.22 Notes there are no trees of value on the site and that any new planting is positive. Officer raised concerns regarding space within tree pits for street trees due to proximity of the basement. Also concerned about the proximity of the buildings to trees in the Botanic Gardens and that works are required to allow construction activity, although acknowledges encroachment into the root protection areas is minor. Considers the verdant boundary will be detrimentally impacted by the required works.

Drainage Officer

- 6.23 Concerns regarding ground water displacement and water proofing of the basement. The applicant provided an additional technical note which addressed the officer's concerns. It has recently been confirmed that pumping of the attenuation tanks is required due to their location in the lower basement. Modelling of a pump failure has therefore been requested.

Lead Local Flood Authority

- 6.24 See Drainage officer comments above.

Sustainability Officer

- 6.25 The approach being taken to integrate sustainability aspirations into the design of the two new office buildings is supported. Driven by the clients aims to achieve BREEAM 'outstanding' the design team have taken considerable steps to ensure that the façade design of the proposals respond to environmental design considerations, notably the role of the enhanced floor to ceiling height in enabling daylighting to penetrate the building and to allow for stratification of air. The approach to solar load and orientation, with horizontal projections to the south and a transition to vertical projections to the east and west to minimise internal solar gain in the summer and shoulder months is also welcomed.
- 6.26 The scheme is targeting a range of sustainable construction standards, most notably BREEAM 'outstanding', which exceeds the requirements of the Local Plan. The WELL Standard, which focuses on health and wellbeing, is being targeted with a WELL Platinum enabled building. In terms of provision of smart buildings and digital connectivity, the building intends to achieve a WiredScore Platinum rating. With regard to BREEAM, the submitted pre-assessment shows a baseline score of 91.87% against a threshold of 85%, giving the site a buffer to achieve outstanding. This approach is supported, and condition wording is recommended to ensure submission of BREEAM certification.
- 6.27 With regard to water use, the proposals utilise both rainwater harvesting and greywater reuse to achieve the requirements of policy 28 of the Local Plan to achieve maximum BREEAM credits related to water use. This equates to a 55% reduction in water

use compared to an average office. Both the Lower Basement Plan and the Mezzanine Basement Plan show the location of the rainwater and greywater tanks. This approach is welcomed.

- 6.28 Turning to carbon reduction, the proposals take a fossil fuel free approach, following the energy hierarchy to reduce emissions by 43.3% using current SAP, and rising to 53.5% using the new SAP 10 approach, which includes more accurate carbon intensity figures. Passive design measures are the first approach, with the use of the cooling hierarchy reducing cooling demand by 29%. This is followed by energy efficiency measures and then the use of renewable technologies, with air source heat pumps providing for both heating and cooling and hot water, and the use of photovoltaic panels, with a 450m² array on Building B and a 480m² array on Building C. In terms of BREEAM credits, this approach achieves 6 credits under Ene01. This approach, which is an integral element of achieving BREEAM outstanding is supported. Consideration is also given to lifecycle emissions, with 30 year lifecycle operational carbon emissions 75% less than an average office.
- 6.29 Proposals to reduce the amount of parking of conventionally fuelled vehicles over time are also welcomed, as is the adaptability built in to allow for parking spaces to be converted to other uses over time as private car use reduces. As well as replacing spaces with those reserved for electric vehicles, I would welcome monitoring of the usage of car parking spaces to determine whether the number of spaces could be reduced gradually over time. Supported by cycle parking and the provision of an e-bike hire scheme, this approach is welcomed.

Cambridge Past Present and Future

- 6.30 After careful consideration of the pros and cons of this development, consider that it is a significant improvement on the 2007 permission and likely to be the best scheme proposed for this site. We hope that the Planning Committee will approve subject to very specific conditions that require the important aspects of the design to be implemented and not compromised. When a building does not live up to expectations it is sometimes because the proposals that received planning permission were not adequately covered by the conditions on which the approval was granted. If it lives up to its potential this development could,

as Pace claim, set a new higher standard for office developments and encourage others to follow.

Waste Services

- 6.31 The Council's Commercial Waste Manager has been consulted raising advisory comments in relation to waste management across the site.

Wind Consultant

- 6.32 Initial consultation; noted the general methodology is reasonable for a development of this size but requested clarification on some information and assessment of additional locations offsite.

Comments on ES Addendum; Clarification still sought on data within the assessment but considered wind conditions on site are likely to remain generally suitable for the intended pedestrian activities with the proposed mitigation which consists of soft landscaping. Windiness within Botanic Gardens would remain suitable for pedestrian activities. Increased windiness levels around southern and western perimeter may have some impact on adjacent trees.

Further Comments; Outstanding information on data within the assessment clarified and satisfied landscape mitigation required has been presented in the landscape scheme. Comment regarding possible wind impact on adjacent trees falls outside scope of the EIA.

Environmental Health Officer

- 6.33 The Council's Environmental Health Officer has been consulted on the proposal. No objections have been raised subject to the imposition of conditions in relation to the following matters;

- Material Management Plan to be agreed
- Demolition and Construction Environmental Management Plan (DCEMP) to be agreed
- Plant/Machinery Equipment to be agreed
- Flying Pig - Noise Assessment/Insulation for external noise pollution in relation to new habitable rooms
- Residential use above public house only occupied by person/s who are the landlords

- Delivery/collection hours restriction
- Hours of use restriction of external seating area of pub
- Amplified music restriction in external seating area
- Odour filtration/extraction equipment to be agreed
- Artificial lighting scheme to be agreed
- Unexpected contamination
- Completion report for Material Management Plan
- EV Charging point provision
- EV Charging points to increase by 10% per year

Environment Agency

6.34 No objections.

Natural England

6.35 No objection

Developer Contributions Monitoring Officer

6.36 No planning obligations required from this type of development

Ecology Officer

6.37 No objection raised subject to conditions regarding a construction management plan covering noise, lighting and dust emissions from demolition and construction activity and a landscape management plan including bird and bat boxes.

Access Officer

6.38 Made a number of observations that could improve accessibility. These include;

- Blue badge parking to be as near to lift core as possible (parking layout amended)
- External and reception seating needs to be of varying heights and with and without arms
- Reception needs hearing loop, dropped section of counter
- Good colour contrast of décor and signage
- Manifestations on glazing and shading to prevent glare
- Firefighting lifts to serve all floors in all buildings (included within floor plans)

- A changing places toilet needed in main buildings (ground floor layout amended to include within Building B)
- Other accessible toilets should vary in lefthand, righthand and central positioning (floor plans amended)
- Accessible shower needs changing bench
- Access to Flying Pig must be regular use door
- Gates to Flying Pig must have clear opening leaf of 900mm

Public Art Officer

6.39 The Officer has been in discussions with the applicant regarding their draft public art strategy but has not yet agreed to the proposals.

County Archaeologist

6.40 No objections subject to condition for written scheme of investigation

Camcycle

6.41 The applicant appears to have addressed issues of access via ramps in a satisfactory matter. Recognise Cambridge Local Plan allows two-tier cycle parking if at least 20% Sheffield stands are provided. Two tier cycle parking should have gas-lifting strut assistance and locking loops welded to the stand.

Fire and Rescue

6.42 Raised no objection raised subject to fire hydrants being secured. After further consultation has confirmed that based on position of the existing hydrant (Hills Road carriageway outside Flying Pig) and the location of the dry risers for each building, it meets requirements (within 90m) however, if the dry risers were to move then it would need to be reviewed.

Anglian Water

6.43 No objection raised subject to condition regarding no hard standing to be constructed until surface water strategy has been implemented.

Cadent

6.44 No objection

Marshall Airport

6.45 No objection subject to conditions regarding a bird hazard management plan, removal of PD rights for cranes and construction equipment, obstacle lighting during the construction period, control of lighting on the proposed development and assessment of glare from PV cells.

MOD

6.46 No objection subject to condition regarding a bird hazard management plan, and details of cranes/lighting through a construction management strategy.

Designing Out Crime Officer

6.47 While security measures have obviously been considered this location does suffer from reports of cycle theft and antisocial behaviour including rough sleeping, begging and drug offences. This office would like to consult with the applicant to discuss Secured by Design Commercial accreditation, which could be achieved. No objection.

The Gardens Trust

6.48 No comments received

6.49 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 Cllr McGerty has raised concerns regarding the viability of the Flying Pig and Cllr Robertson has raised concerns that housing is no longer proposed and is to be replaced with offices.
- 7.2 A Development Control Forum was held on 11 November 2020. Minutes of the meeting are provided at Appendix 1.
- 7.3 A list of addresses from within and outside Cambridge containing representations objecting (183), supporting (4) or a neutral position (1) are provided in Appendix 2
- 7.4 There is also an online petition created by Change.org in 2012. This was to request that if an application for Conservation Area Consent is to be submitted to demolish The Flying Pig public house that it be refused. At the time this was received there were 9 signatures which had been received after the application was submitted. There is also a Facebook page title "Save the Flying Pig".
- 7.5 The following objections have been raised;

Principle

- There is no masterplan for the Betjeman House site which is required by Local Plan policy.
- Concerns whether the extant planning permission (06/0552/FUL) can continue to be implemented
- Demolishing and rebuild, rather than adapting and refurbishing existing office buildings, is not sustainable practice
- Demolition of Ortona House not appropriate and should be retained. This is all that is remaining of the old bus depot.

Scale, massing, design and townscape

- Amoeba shape is inefficient use of space. Stated curved structure is more expensive to build therefore, should use cheaper design to mitigate problem of bulk and overdevelopment.
- Office blocks out of character and visually dominant/overbearing due to scale, height and massing and do not respond positively to the context, including the retained pub and surrounding area.

- Overdevelopment of the site. Botanic House is fairly slim line but the new blocks are the same height but have massive elevations. The design (curved) is doubtful in architectural merit, lacks context (particularly with the pub) and is visually bland. Proposed public space is miserly and inhospitable
- Overhanging design will encourage anti-social behaviour and rough sleeping
- The design, appearance and materials used in this concept will cause harm to the area, it is not appropriate to have such an unwelcome sight next to our war memorial.
- The proposal misses an opportunity to enhance the area between the station and the Botanic Garden that is already blighted by anonymous boring recent buildings.
- Development should be no more than 4 stories in height.
- Appropriate materials such as natural stone, wood, bricks and glass should be used.
- Proposed materials do not appear to have been properly considered environmentally sound sourcing (eg: timber).
- Brownfield development is appropriate but the proposed office buildings should be pushed back a few metres so the pub can be kept intact.
- Lack of separation between the pub and commercial buildings.
- The plan ignores, disregards and reduces the value and quality of the residential identities of the immediately surrounding environment, which have already suffered from other corporate ventures contiguous to the Flying Pig.

Amenity

- Loss of amenity (overshadowing and dominance) to the Botanic Gardens due to size of office blocks. Should be kept below the tree line.
- Concerned about impact upon the health of the Winter Garden. As the Botanic Garden is a scientific resource containing many rare plants the number of storeys is worrying.
- Overshadowing of pub, pub garden and Hills Road streetscene, including properties opposite.
- Omission of housing (extant planning permission) which is not in accordance with the development plan particularly as there is a pressing need for good quality affordable housing.

Land Use

- The biggest challenge for future development is housing provision. The site should be reserved for housing of the kind that Cambridge needs, including affordable homes and accommodation for older residents.
- Would prefer to see more affordable housing or community growing space
- Residential to commercial change is suspicious following the 2015 GPDO amendment (conversion of offices to residential using prior approval), especially considering continued changes to work habits due to Covid.
- No need for more offices. Pandemic has shown that city centre locations for office work will become increasingly less necessary as people can work from home. The developer's own economic benefit study makes clear that the impact of Covid-19 means that it isn't possible to forecast future demand.
- Green space for residents to exercise is extremely limited
- Proposal should be to demolish existing offices, provision of more green space/trees and the Flying Pig retained with a larger garden.
- Proposed office buildings would not be easily adapted to sustainable living spaces in the future as there is too little access to natural light and fresh air in the building's core

Impact upon Flying Pig

- In conflict with policy 76 of the Local Plan
- The Flying Pig is part of the local community and important for people's quality of life being a hub for local people (artists, workers, students) and tourists. It does a great deal to promote and support the arts and music, which is currently in crisis and should be retained as it is to preserve part of Cambridge's history. The changes proposed including partial demolition and shifting services to the basement, reduction in floorspace and size of the beer garden, will result in the loss of capacity (covers) and make the pub unviable. The landlord accommodation must not be reduced, a real ale pub requires a cellar with easy access and outdoor space for barrel storage, the garden requires a high wall for security and maintenance of good order and a secure defensible space for customers. Any development will inevitably involve the closure of the Flying Pig and deprive a family of their livelihood and home.

- Insufficient storage space for operation and living for landlords. No proper storage at ground level.
- Loss of the garden space for this venue will mean that social distancing cannot take place effectively.
- Use of space for pub patrons between the buildings would help particularly in good weather and developer should allow current landlords to return after closure.
- No reference to existing tables and chairs being retained
- One parking space allocated to the Flying Pig, nothing for musicians/tradesman.
- Disabled access to Flying Pig toilets appear to be downstairs
- Toilets in the basement presents a security and health and safety issue
- Position of the pub garden will increase noise and disturbance for hotel and residents opposite and would restrict outside performances due to noise and also impact upon audience due to traffic noise. Pub garden will be noisier, more polluted and permanently overshadowed reducing its attractiveness.
- What is to happen to the landlords, customers and staff during construction period? It is understood this could take 2 years or more. Closing the pub would put enormous pressure on the Pig as a business to the point where it may not survive.
- The venue has a reputation for developing new talent in the local area as part of a grassroots music venue circuit. However, concerned that the lease is not secure for the existing tenants.
- Build programme of 4 years will mean the pub is unlikely to survive which was stated by developer representative.
- Imposes a material impact upon the footprint of the Flying Pig, changing its flow which is considered to result in an unviable performance space.
- Flying Pig is an old building which may require reinforcing of existing structure. This should not impact upon space required to keep business viable.

Heritage/Historic Environment

- Proposal does not enhance Cambridge's historic environment
- Request that archaeology be taken into consideration

Transport and Highways

- Additional traffic congestion on surrounding roads including congestion at nearest junctions. Detrimental to journey times and safe movement for pedestrians and cyclists.
- Suspect increase in number of cyclists will result in an increase in accidents
- Inadequate public transport infrastructure to accommodate additional persons travelling to the site
- Would expect them to make some significant contribution to improve the nearby junction, but can't see any commitment to that.
- Cycle parking provision should be at grade and double stack parking is inconvenient for many users
- On site parking levels is completely inappropriate for this site given its location near the station, cycle and bus routes. Should be car free or only be provided for disabled spaces and car sharing.
- No thought has been given as to how proposed offices will get their workers to and from the site

Microclimate

- The building of Botanic House has created a dangerous wind tunnel effect which impacts upon cycling and pedestrian movement in this part of Hills Road. Wind tunnel effect will worsen if further tall buildings are allowed.

Ecology/Trees

- What of nature conservation and loss of trees, is it the intention to surround the entire Botanical Gardens with buildings at a height that interferes with the natural surrounding light at the cost of the trees and wildlife in the area.
- Proposed underground excavation of the site will involve disturbance of soil, threatening the remaining building and potentially root systems within the Botanic Gardens
- Demolition and construction will cause significant harm to the local wildlife and its habitat, especially within the Botanic Gardens

Air Quality

- Increase in pollution

Construction

- Construction programme is too long and should only be allowed over 18 month period
- If allowed there need to be very stringent conditions both to limit disruption during the build phase and to provide infrastructure improvements including better provision for cyclists and pedestrians using Brooklands Ave

Other Matters

- In light of the pandemic, question how responsible it is to build something like this at this point in time. By accepting this proposal it will send the wrong message to local businesses that Cambridge is not a safe place to bring their trade.
- The development is not in the public interest, it is purely for developer profit
- East elevations are missing (The Hills Road streetscene drawing is inadequate as a substitute
- Orientation arrows (north) are missing from all the main plans and cannot be inferred from the small location insets on many of them
- May not be quite relevant but Article 8 of the Human Rights Act protects the right to respect for one's family life. Destroying part of someone's home limits their family life.
- Only support coming from a company renting office space from the developer
- Loss of the Flying Pig for such time will significantly affect my mental health and wellbeing.
- Upgrades to water and sewerage networks will be required, particularly water supply
- What is the quantification of embodied energy?
- Extant permission and proposed development would infringe on right to light as set out in Title Deeds

7.6 A neutral representation has been made by the University of Cambridge as adjacent landowner of the Botanic Garden raising the following observations:

- Minded to agree with Historic England that the way the proposed buildings address the CUBG is more resolved and arguably less harmful than the extant permission

- The design appears more articulated than previous, although the scale is considerably increased over the existing development
- The scheme includes a number of visual breaks between buildings but are not convinced the scheme would bring the Garden to the street, nor should it be necessary to do so, given views will be largely glimpsed whilst the current landscape is designed to form a screen to neighbouring buildings
- Concern regarding impact upon the “Dell” within the CUBG designed for children’s play which sits adjacent to the southern boundary. Presently there is a blank wall from the existing car parking structure and therefore benefits from a significant degree of seclusion. The office will be quite close and therefore consideration should be given as to how the amenity and security of this space can be secured.
- Welcome the findings of the arboricultural impact assessment.
- No Lighting and Environment Management Plan has yet been prepared but would welcome production of such an assessment in due course to control light spill.
- One of the principle concerns is the changes to the microclimate of the Garden. Welcome the wind assessment which shows a moderate improvement in wind effect to the Garden, although the assessment does mention the Scented Garden and Autumn Garden we did not find the assessment helpful clarifying the absolute effect on the Garden.
- Welcome the noise impact assessment which adopts a reasonable approach and the imposition of conditions as necessary if permission is granted.

7.7 The following points in support are made;

- Provision of high quality, environmentally friendly offices will attract companies to Cambridge whilst responding to the climate emergency. It is an attractive well thought out proposal which is an improvement on the current situation and this potential significant investment should be welcomed as part of the post Covid 19 recovery
- The tech sector in Cambridge is fast congregating around Hills Rd/Station Rd: It's high time it looked the part.

- Pace Investments have put a strong case forwards for their vision, which seems very well thought through. The historical centre of Cambridge will always be there, but it's not on Hills Rd.
- Let's move on and evolve our "business district" so it's more suited for the modern age. The disruption and cost to my business is a more-than acceptable trade-off to see this progress.

8.0 ASSESSMENT

8.1 From the consultation responses and from my inspection of the site and the surroundings, the main issues are:

1. Fallback position of planning permission 06/0552/FUL
2. Principle of development
3. Urban Design
4. Townscape and Visual Impacts
5. Public Realm, Landscaping and Inclusive Access
6. Historic Environment
7. Transport and Highways
8. Carbon Reduction and Sustainable Construction
9. Flood Risk and Drainage
10. Ecology and Trees
11. Environmental Considerations
12. Responding to Climate Change
13. Residential Amenity
14. Cumulative Impacts
15. Third Party Issues
16. Planning Obligations
17. Material Considerations
18. The Planning Balance

Fallback position of extant planning permission 06/0552/FUL

8.2 Planning permission (06/0552/FUL) was granted in August 2007 for a mixed use development consisting of offices (Botanic House), Class A uses, community use, retention of the Flying Pig public house and 156 dwellings. At the time planning permission was granted the site was not included within a Conservation Area. This planning permission included the Flying Pig as part of the redevelopment albeit, the premises would be demolished, apart from the front façade of the building. Planning permission was granted in October 2008 to vary a number of conditions to allow phasing of the development, with Phase 1 being construction of Botanic House and Phase 2 being construction of the remainder of the scheme. The construction of Botanic House concluded in June 2012.

8.3 The site was included in the New Town and Glisson Road Conservation Area in March 2012, after the implementation of the planning permission. Furthermore, as of 1 October 2013, the conservation area consent regime (within England) was

abolished and replaced with a requirement to gain planning permission for “relevant demolition” within a conservation area (i.e. demolition of an unlisted building). The Flying Pig is not a listed building.

- 8.4 The applicant has sought legal advice on the matter of the implementation of phase 2 of planning permission 06/0552/FUL, which included the substantial demolition of the Flying Pig public house. The advice refers to planning case law resulting from a Court of Appeal decision in 2006 (Orange Personal Communications Services Ltd and Others v London Borough of Islington). The case related to the grant of prior approval for telecommunications equipment and a subsequent designation of the site in a Conservation Area. Islington took the view the installation of the telecommunications equipment was unlawful as it has been carried out *after* the designation of the Conservation Area which included the property on which the proposed installations were to be installed. However, the Court of Appeal, held that the grant of prior approval was crystallised at the time of the decision by the Council to grant prior approval. Lord Justice Laws cited the strong parallel between the prior approval process and the process of the grant of planning permission stating in his judgement:

- *“there was a strong parallel between the prior approval process and the process of the grant of planning permission by the local planning authority in the ordinary way, and then stated that: “In that latter case, as far as I can see, it is beyond contest that the planning permission once granted cannot be undermined by a later change in the status of the land save, I suppose, where there is expressly retrospective legislation or something of the kind,”*

- 8.5 The applicant’s advice also notes that: *the position has been strengthened further since that case by the abolition of Conservation Area Consent regime which had duplicated, and added nothing to, the need to secure planning permission for the demolition of a building in a Conservation Area. The only remaining requirement for a building which is not Listed is the “required planning permission” (pursuant to section 196 D of the TCPA 1990).*

- 8.6 The Council's Legal advisers have reviewed the applicant's position and also considered the matter afresh. In summary their advice is; planning permission 06/0552/FUL granted in August 2007 and extended by virtue of planning permission 09/1177/EXP in June 2010, remains extant for the applicant to build out. No conservation area consent is needed in furtherance to the demolition of the Flying Pig under any permission because the regime has been abolished. Planning permission is now necessary (other than in reliance of what the 06/0552/FUL permission authorises) for the partial demolition of The Flying Pig as an unlisted building in a Conservation Area. The need for planning permission comes about as a direct result of the abolition of the conservation area consent regime. The extant planning permission therefore, provides a realistic fallback position for the applicant and is a material consideration in the determination of this new planning application.

Principle of Development

- 8.7 The NPPF identifies that planning decisions should promote an effective use of land in meeting the need for homes and other uses including giving substantial weight to the value of using suitable brownfield land for homes and other identified needs. Paragraph 104 of the NPPF also recognises that planning policy should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. Policy 1 of the Local Plan states that when considering development proposals, *the Council will take a positive approach that reflects the presumption in favour of sustainable development within the NPPF. It will always work proactively with applicants to jointly find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge.*
- 8.8 The application site is located within an Area of Major Change (AOMC) and an Opportunity Area. Policy 14 identifies the general principles of these areas and advises; *"AOMCs are extensive areas of development comprising defined and known sites collectively shaping the spatial structure of Cambridge. Development within the AOMCs and Opportunity Areas should be of the highest quality design and incorporate the principles of sustainable design and construction."* They are identified as

contributing to the spatial strategy for additional employment and residential growth in Cambridge. Such areas should be developed comprehensively where multiple landowners are involved, make effective use of land, deliver the necessary infrastructure and create active, vibrant places to foster a sense of community.

- 8.9 Policy 25 relates to the Cambridge Railway Station, Hills Road Corridor Opportunity Area within which the site sits. The policy identifies a number of objectives for development proposals to deliver a series of coordinated streetscape and public realm improvements. These include emphasis on place making over vehicle movement and to create a more comfortable and simplified pedestrian environment including more generous pavements and more direct crossings that respond to key desire lines. One of the key projects identified is in relation to Station Approach to improve the public realm and linkages to CB1 Station Square from Tenison Road through to Hills Road.
- 8.10 Policy 21 relates to the Station Area West and Clifton Road AOMC within which the site is also located. The application site is identified as Station Area West (2) - Site M44. The policy states that the application site will include; employment use, residential use and a mix of uses falling with Class A of the Use Classes Order. It also states Station Area West 2 will be subject to a masterplan and detailed transport assessment before any new planning application comes forward.
- 8.11 Allocation M44 has already been subject to partial development in the form of Botanic House (occupied by Mills and Reeve and others) on its northern portion. The remainder of the allocation is the subject of this planning application. At the time the Local Plan was being prepared, the applicant did not own all the land within the allocation. Therefore, to safeguard against potential piecemeal development by the respective landowners, the requirement for a masterplanned approach was set out in the policy. This was to ensure a comprehensive and cohesive approach to redevelopment. As the applicant is now the sole landowner, the planning application demonstrates a comprehensive approach to the redevelopment of the remainder of the allocation. A Transport Assessment has been submitted in support of the application and is discussed later in this report. As such the application is not considered to conflict with this part of the policy.

Land Use

- 8.12 The site allocation (M44) is for mixed use development to include offices (former Class B1), residential and retail (Class A) uses. This largely reflects the extant planning permission from 2007 on part of the allocated land. As set out above, the offices (Botanic House) have been completed however, the remaining Phase 2 has not come forward which proposed retail, residential and community use elements. The main variation to the proposals is that 156 residential dwellings are no longer proposed to form part of the redevelopment of the site and therefore, in this respect, the application does not meet the requirement of the mix of land uses as set out in the policy for Station Area West 2.

Dwellings versus Employment

- 8.13 The NPPF (paragraph 80) recognises that *“planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity and allow each area to build on its strengths”*. Equally, in order to meet *“the Government’s objective of significantly boosting the supply of homes, a sufficient amount and variety of land should come forward where it is needed and land with planning permission should be developed without unnecessary delay”* (paragraph 59). In reflecting the requirements of the NPPF, the Cambridge Local Plan 2018 sets out a minimum number of homes to be provided based on a local housing needs assessment, as well as economic forecasting to provide a direction of travel for jobs growth, over the plan period to 2031.
- 8.14 The extant planning permission includes 156 dwellings of which 63 are affordable homes. In terms of housing provision, the Cambridge Local Plan is required to deliver at least 14,000 homes over the plan period to 2031. The Greater Cambridge housing trajectory published on 1 April 2020 demonstrates that the two planning authorities (Cambridge City and South Cambridgeshire District Council), jointly, have a deliverable supply of housing land of 5.4 years. Furthermore, 14,468 dwellings are expected to be delivered within the plan period in Cambridge City. This trajectory excludes the housing within the extant planning permission on the site. Whilst the proposal, if implemented, would remove the availability of land for housing, the current housing trajectory demonstrates that there is

sufficient housing land available to meet the objectively assessed needs over the plan period.

- 8.15 Although the original extant planning permission intended for housing to be provided and policy 21 is largely predicated on this basis, the policy was drafted in 2013 and planning permission was granted 13 years ago. During this time the Station Road area has been transformed, particularly in relation to provision of high quality employment space. It has resulted in an environment which is attractive to businesses on a variety of scales and plays a significant role in contributing to the economy of Cambridge. In particular, it has become a hub for Science and Technology based companies with a focus in Machine Learning and Artificial Intelligence (AI), including Microsoft, Amazon and Samsung. Therefore, although the original planning permission included housing, the passage of time means that the market, local environment and opportunities have fundamentally changed.
- 8.16 The NPPF recognises that *“policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans and of land availability. Where the local planning authority considered there to be no reasonable prospect of the an application coming forward for the use allocated in a plan they should, as part of plan updates, reallocate the land for a more deliverable use that can help address identified needs or support applications for alternative uses where the proposed use would contribute to meeting an unmet need for development in the area”* (paragraph 120). In this instance, the applicant is seeking to bring forward a revised proposal for the comprehensive redevelopment of the remainder of site M44, which would contribute to the economic growth of Cambridge in terms of a mixed use employment led campus.
- 8.17 The jobs target (22,000) within the Local Plan which includes nearly 10,000 jobs within Class B1(a) and (b) uses. This is expected to be delivered through provision of around 115,000m² of net additional floorspace. The proposed development is contributing approximately 26,000m² of net additional office space.
- 8.18 In supporting the economy the Local Plan states that Cambridge’s excellence in the fields of research, higher education and high technology uses will be promoted and that

maintaining a good supply of employment land is essential for Cambridge's economy. Policy 40 supports the development and expansion of business space particularly around the two railway stations. The supporting text notes that *employment proposals in B use class that are situated in sustainable locations will be supported. Evidence suggests that over the past few years demand for office space has contracted to the city centre and down Hills Road to Cambridge Station..... This policy seeks to meet the demand for new office space by supporting the development of business space in areas where there is strong demand.* This is one such location.

- 8.19 An Employment Land and Economic Development Study 2020 (ELEDs) led by GL Hearn commissioned by the Councils, has recently been published to support the emerging Greater Cambridge Local Plan. This identifies 4 office submarkets within Cambridge (Prime Central, City Centre Periphery, Northern Cluster and South Cambridgeshire). The site lies within the Prime Central submarket area. It is acknowledged that the data provided within the report relates to a pre-Covid market however, it identifies that the Prime Central submarket faces the most severe supply pressures in Greater Cambridge with an available notional supply of 0.31 years. For the plan period to 2041, taking account of the committed land supply, it identifies an expected shortfall in B1a/b provision of 50,000-100,000m² and that this type of accommodation is lacking in the City and around North East Cambridge. The outcome of the ELED Study strongly supports the need to develop the site for employment use.
- 8.20 The ES includes a technical chapter in relation to the Economy and Employment noting that the proposed development will result in a number of beneficial effects to the Cambridge and Cambridgeshire economy, recognising that the pandemic may have an impact on demand and values in the short to medium term (1-3 years). Therefore, the analysis and conclusions should be considered potentially relevant to the situation once the UK economy recovers from the most severe impacts of Covid19. The following key benefits arising from the scheme will, in time, help contribute to delivering the economic aspirations for both Cambridge City and the wider region include;
- 2,600 additional office jobs in Cambridge City and 4,700 additional in Cambridgeshire

- 300 new construction jobs per annum for 5 years (Cambridgeshire)
- Increase in economic activity/gross value added (GVA) by £100m annually
- Retention of intellectual talent in Cambridge

8.21 The Cambridge office market is underpinned by its world class R&D specialisation. In order to remain competitive (locally, nationally and globally) in this market, it is imperative that high quality new office space is delivered in the right locations to allow expansion of established companies and to attract new ones. The layout of the office accommodation (including provision of co-working space on the ground floor) would allow for flexible size rental tenure for different company sizes to facilitate this.

8.22 The applicant's analysis is consistent with the Council's ELEDs in that it also identifies a supply constrained Prime Central submarket with analysis from Bidwell in November 2020 indicating approximately 3000m² of floorspace was available which is less than 3 months average annual take-up. The constraint on supply limits the opportunity for existing businesses to expand or attract new businesses into the locality.

8.23 The ELEDs recognises that occasional homeworking is highly prevalent particularly in the office based sectors. However, there is currently no evidence to indicate that office densities (persons per m²) are decreasing. This demonstrates that homeworking was taking place on a regular basis prior to the pandemic and that having an office base with sufficient capacity was the preferred way of working.

Conclusion

8.25 Although there is an extant planning permission for residential use on part of the site and a policy requirement to include housing, the supply of housing land within Cambridge City remains robust and buoyant with overall housing numbers capable of being delivered without inclusion of those granted on this site. Spatially, the positioning of the site adjacent to a main road and integrated with a public house is not conducive to a residential environment, particularly in terms of exposure to noise. Historic England also note the proposal for commercial use would be more complementary to the Botanic Garden. The evidence above demonstrates there is strong demand for office

space within the Prime Central submarket area of Cambridge where there is a constrained supply. The Station Road/Hills Road precinct has become a hub for innovation, particularly in relation to the Science and Technology industries. The application seeks to further consolidate this area of Cambridge as an employment hub which attracts the best businesses ranging from start-ups through to established companies and retain Cambridge's homegrown talent.

- 8.26 Whilst the pandemic will have an impact in the short to medium term, there is clearly strong demand for high quality office space in this locality. The continuing prevalence of homeworking remains unknown however, will no doubt be part of flexible working arrangements in a post-pandemic world.
- 8.27 The economics assessment within the ES has identified temporary (construction) and permanent (operational) beneficial effects to the Cambridge and Cambridgeshire economy through jobs growth and increased economic activity. It also identifies a significant cumulative beneficial effect to jobs in Cambridgeshire. Therefore, in order to facilitate further employment growth in the Station Areas West, particularly in times of economic recovery, the principle of an employment focused development is supported.
- 8.28 Whilst there is some conflict with the specific land uses identified for site M44 in policy 21, it is part of an Area of Major Change and an Opportunity Area. The general thrust of these designations is to deliver high quality urban regeneration, including necessary infrastructure, as well improvements to the public realm. As such the principle of the proposal is considered to accord with the NPPF and Cambridge Local Plan policies 2, 14 and 25.

Re-provision of Public House (Flying Pig)

- 8.29 The NPPF recognises the importance of valued local community facilities, particularly where they promote social interaction and that planning decisions should guard against their loss. Policy 76 of the Local Plan recognises the importance of protecting public houses. The policy advises that the loss of any part of a public house or its curtilage will be permitted if it can be demonstrated that;

“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

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”.

8.30 The Flying Pig public house comprises a cellar, bar/lounge area, back (pool) room, toilets, kitchen, licensee accommodation (adapted to national space standards), walled pub garden, storage buildings and 1 off street car parking space. Although the pub is set over 2 floors, there is a variation in the finished ground floor levels between the front section of the pub and outrigger to the rear. The existing facilities are replicated in the proposed remodelling of the pub however, they are configured differently due to partial demolition of the building and repositioning of the pub garden. The remodelling introduces a basement to provide the upgraded kitchen, toilets and storage facilities. The licensee accommodation is also proposed to be split across the first floor and roof space (i.e. maisonette). An off street parking space and 2 cycle spaces will be provided in the basement of the commercial buildings. Table 2 below provides a comparison of floorspace (existing, extant and proposed) of facilities within the Flying Pig. It is understood the pub benefits from a diverse clientele which includes residents, workers, visitors and students over a wide age range.

Table 2: Floorspace comparison for Flying Pig

Facilities	Flying Pig Public House				
	Existing (m2)	Extant (m2)	Proposed (m2)	Difference	
				Ext	Pro
Kitchen	12	30	24	18	12
Open Storage	16	-	-	-16	-16
Enclosed Storage	18	35	30	17	12
Bar/lounge	72	100	72	28	0
Garden	172	55	172	-117	0
Toilets	10	25	32	15	22
Cellar	21	21	21	0	0
Accommodation	90	60	96	-30	6

- 8.31 The proposed internal floorspace and outdoor garden space is at least equal to or greater than that which currently exists. As such there will be no loss of facilities which contribute to the pub's existing operations. The proposal will also provide level access into the pub and includes provision of an accessible w/c. The construction phase will result in a period of closure (circa 3-3.5 years). Therefore, once re-opened, the pub's clientele may take some time to be re-established. Nevertheless, the re-provision of existing facilities is considered to provide the pub with the opportunity to continue to operate in a viable manner.
- 8.32 In terms of the impact upon the character and appearance of the area, The Flying Pig is a building which is identified as being important to the local character in the New Town and Glisson Road Conservation Area Appraisal (2012). Nevertheless, the proposal will result in removal of some of the existing building. However, of the elements to be demolished, none are of particular architectural merit. The Flying Pig will remain as a standalone building, with its own identity and presence in Hills Road. The proposal will also result in the removal of existing buildings which do not contribute positively to the local urban setting and detract from the Conservation Area (i.e. Francis House, Betjeman House and the multi-storey car park). This is discussed in more detail below in relation to the Historic Environment.
- 8.33 It is also relevant to refer to the extant planning permission which included a more significantly remodelled Flying Pig public house. The extant planning permission proposed only the retention of the façade of the pub, surrounded by a new building. Whilst retaining the public house facility and its façade, it was not a standalone building with its own identity. Therefore, the current proposal is considered a significant improvement.
- 8.34 However, it is not just the "bricks and mortar" which make the pub what it is. The pub is much loved and cherished by the local community, not least because of its contribution to the Cambridge arts scene; particularly music. This is largely due to the ongoing efforts of the existing tenants since 1997. Whilst the understated interior of the bar and front room creates a warm and unpretentious impression, the tenants have embraced the local community, providing a venue that successfully mixes socialising over a pint with an appreciation of artistic talent. This connection with the community has kept people coming back. Through

support of the arts and operation as a real ale freehouse, the pub delivers a unique ambience and atmosphere. Whilst the existing tenants have been successful, planning should not intervene with respect to a landowner's commercial interests (i.e. the permission cannot require that the same tenants be reinstated). The following are therefore considered necessary to ensure the viability of the Flying Pig;

- Fixtures and fittings, apart from personal belongings of the existing tenants, shall be surveyed/recorded, protected and where necessary reinstated, to maintain the internal character of Flying Pig public house
- The Flying Pig is constructed and fitted out internally by the applicant to allow full commercial operation including residential occupation

8.35 A phasing condition (condition 45) is proposed for the demolition and construction works. This will allow consideration to be given to securing the least disruption to the operations of the pub. The demolition and construction phase is set to run from January 2022 to December 2026. Building B is scheduled to be completed first in April 2025 and then Building C in December 2026. The Flying Pig is impacted by the construction of the basement and is more directly influenced by the construction of Building B. Timing of the works to the Flying Pig have not been outlined in the construction programme and therefore, will be required to be set out in the phasing condition. However, a worst-case scenario is that the pub is likely to be closed for 3-3.5 years whilst the basement is constructed and Building B is completed. It is therefore, considered that prior to the first occupation of Building B; all pub refurbishment works shall be substantially completed. This will be secured by condition (condition 46). A scheme to ensure the structural integrity of the public house during the demolition and construction phases shall also be sought by condition (condition 7). As the Flying Pig is an established use, it appears the lawful use of the building now falls within Class E (previously Class A3) of the Town and Country Planning (Use Classes)(Amendment)(England) Regulations 2020. As such it is considered reasonable to ensure it is only used for purposes within Schedule 2 Part A Class E(b) (i.e. the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises).

- 8.36 Subject to the above conditions and planning obligations, the proposal is not considered to adversely affect the viability of the pub and is therefore, in accordance with policy 76 of the Cambridge Local Plan. The heritage and townscape impacts are discussed further below.

Urban Design

- 8.37 The NPPF identifies, as part of the “social” objective of sustainable development, to foster a well designed and safe built environment. It also states that development which make efficient use of land should be supported taking into account the importance of securing well-designed, attractive and healthy places (para 122). Paragraph 127 of the NPPF requires developments to be sympathetic to local character and history, including the surrounding built environment and landscape setting, whilst not preventing or discouraging appropriate innovation or change (such as increased densities). It goes on to advise that development proposals should be visually attractive as a result of good architecture, layout and effective landscaping. This is supported by policies 55, 56 and 57 of the Local Plan which require new development to respond positively to its context in order to create distinctive, high quality, inclusive and safe places. New development should also be constructed in a sustainable manner using high quality materials with integrated landscaping and enhanced biodiversity.

Urban Context

- 8.38 The site is located at a nodal point on the busy transport route of Hills Road, identified by the adjacent contemporary 7 storey landmark building of Botanic House. The buildings on site consist of two 3 storey office blocks, a multi-storey car park and the Flying Pig public house. These are an eclectic mix of buildings which, apart from the Flying Pig, are considered to detract from the character of the area. The wider surroundings are characterised by 2-3 storey traditional terraced dwellings to the north, save for the variation in built form which has developed along Hills Road. The more recent development of CB1 lies to the east with a mixture of modern office and residential buildings up to 9 storeys. Immediately adjacent to the west and south of the site are the Botanic Gardens whilst, on the opposite side of Hills Road is Kett House a 5 storey office block and Eastbourne Terrace, a row of 2 storey traditional modest gault brick terrace

houses some of which have been converted to flats or other uses. This contrast in townscape forms the character of the New Town and Glisson Road Conservation Area.

Siting, Scale and Massing

- 8.39 The Proposed Development comprises; the remodeled Flying Pig public house and two new curvilinear commercial buildings (Building B to the north and Building C to the south). Building B is 7-storeys plus rooftop plant, with the top floor set back from the north, west and east elevations. Building C is 5-storeys plus rooftop plant, with the top floor which is set back from the south, west and east elevations. The existing 7-storey lens shaped Botanic House (Building A) is immediately north of the application site. A comparison of building heights is set out in table 3 below.

Table 3: Building Heights

Building	Height to parapet line	Height to top of upper floor	Overall Height (including plant)
Building A (Botanic House)	28m	28m	30m
Building B	25m	29m	32m
Building C	17m	21m	24m

- 8.40 The siting, scale and massing of the commercial buildings has been considered in the context of its surroundings and the extant planning permission. Francis House, Ortona House and the Flying Pig are set close to the back edge of pavement, with Betjeman House set behind these buildings. The extant planning permission proposed a limited setback continuing a similar building line to Francis House. This created a hard edge with little relief to the built form along Hills Road. In comparison, the proposal introduces a central mews to break up the built form and greater setbacks to Hills Road. Whilst taller, the curvilinear edge with undulating facades adds visual interest and articulates the massing. This is further assisted by the set back upper floor, reducing the perceived height. The parapet line continually steps down to Building C providing a reducing in scale of the built form where it meets the Botanic Gardens to the south. The curved elements and variation in setback between Building B and C mean they read as 4 buildings which reference the rhythm of built form along Hills Road. Botanic House is identified as a landmark building within the Local Plan and is most prominent when viewed

from Hills Road to the north and at the junction with Station Road. Importantly, the siting and scale of both buildings retains Botanic House as the landmark. The curved form also responds positively to the original layout of the Botanic Garden (western side) and Botanic House. The Flying Pig, in its forward position, retains its prominence in the streetscene.

8.41 The frontage to the Botanic Gardens has also been carefully considered throughout the design process, particularly in relation to scale and massing. The visibility of the building varies within the Botanic Gardens, although is confined to the eastern half of the Gardens. The visual impact is also influenced by the presence of foliage and therefore, will vary during the seasons. Throughout the pre-application discussions, there has been a particular focus on ensuring the buildings did not appear as a wall of development protruding significantly above the tree line. The height of Building C is such that there are only limited viewpoints where the building protrudes above the tree line, coinciding with gaps or lower height vegetation. This is confined to the easternmost section of the Gardens. Building B is taller and is more consistently visible above the tree line. The undulating built form and set back upper floor, which is reinforced by an appropriate materials palette and detailed elevational design, references the original (western side) layout of the Botanic Gardens. This softens the elevations of Buildings B and C by creating an interesting balance of light and shade across the façade. The height of Building C, which is predominantly viewed below the tree line, prevents a wall of development along the eastern boundary. The scale and massing of the buildings are therefore, considered to be appropriately resolved in urban design terms.

8.42 In terms of materials, a slightly different approach has been applied to the colour and pattern of the brick cladding of Buildings B and C. Building B is clad in buff brick with a vertical emphasis, whereas Building C is clad in a red brick with a horizontal emphasis. The result is that the two buildings read as pair while also respecting the varied material palette of the other buildings along Hills Road and within the 'campus' of the site. Brick samples, including a bay-wide panel, will be sought by condition (conditions 3, 4, 5 and 6).

8.43 The application has been presented to the Council's Design and Conservation Panel in March 2020 and June 2020. Minutes of

these meetings are provided at Appendices 3 and 4. In June, the Panel noted that the reduction in scale was a significant step forward however, raised some queries regarding a number of matters. It is considered that the proposal satisfactorily addresses the queries raised by the Panel and a response to these matters is set out in Appendix 5.

- 8.44 The overall design and built form is considered to respond appropriately to the local context and surroundings and is therefore, in accordance with the NPPF and policies 55, 56 and 57 of the Cambridge Local Plan 2018.

Townscape and Visual Impacts

- 8.45 Policy 55 supports new development which responds positively to existing features of natural, historic or local importance and which integrates with the immediate locality and wider city. Policy 57 supports high quality new buildings which have a positive impact upon the wider townscape, landscape and available views. Policy 60 requires new tall buildings to demonstrate through visual assessments that they respect Cambridge's historic environment, deliver a high quality addition to the skyline without any adverse impact and not cause an adverse impact upon amenity. Policy 67 recognises the importance of protecting the character of open spaces within Cambridge.
- 8.46 The ES includes a Townscape Visual Impact Assessment (TVIA) which assesses a worst-case scenario of the proposed development in terms of its townscape and visual impact, including the Cambridge skyline, as required by policy 60. This considers the sensitivity of the townscape (fabric, character and quality of the urban landscape) and visual (specific changes in views) environment to change. The TVIA considers impacts of the proposed development during construction, completion and 15 years post-completion, as well as cumulative impacts with other development. The visual assessment is based on a series of visualisations from 21 location viewpoints and associated view types which were agreed by the Council's Landscape Officer. The Landscape Officer considers the methodology to be acceptable, the quality of the assessment to be high and the conclusions fair and correct.
- 8.47 The residential terraces (east and west of Hills Road) and wider New Town and Glisson Road Conservation Area form part of the

valued townscape character and will have a beneficial effect from the proposed development. Although the proposed development contrasts with aspects of the Conservation Area such as the residential terraces, it will be a prominent, modern addition to the historic and residential areas which is comparable to more recent development such as Botanic House and CB1. Buildings of low visual quality which detract from the townscape value would also be removed and replaced with buildings of high quality set within an improved public realm. This also improves the setting of the Flying Pig in townscape terms. However, there would be some impacts upon the townscape value such as a reduced appreciation of tree cover from the Botanic Garden within Hills Road and loss of openness to the setting of the Botanic Garden.

- 8.48 In terms of location viewpoints, the TVIA identifies those most likely to be affected are visitors to the Botanic Gardens where a major adverse permanent impact is identified, although this is confined to the eastern half of the garden. A series of views demonstrate due to the scale and proximity of the proposal there would be a partial loss of open sky and increased sense of enclosure, both qualities of the visual amenity of the Botanic Garden. No mitigation measures are proposed within the site for this impact due to the site constraints, however the impacts identified relate to a 'worst case scenario' (i.e. winter months) and during the summer, the visual impacts would be substantially alleviated by the existing tree cover.
- 8.49 The proposed development has also been considered in the context of the Cambridge skyline whose character is defined by a city of spires and towers emerging above the established tree line. Appendix F of the Local Plan identifies important viewpoint locations within the wider landscape where views of the Cambridge skyline are available. The proposed development has been assessed from a number of these viewpoint locations within the TVIA.
- 8.50 Of the viewpoint locations assessed, the proposed buildings would be most visible from Lime Kiln Road. From this location they would be viewed in the context of the existing compact cluster of buildings around CB1 which are particularly prominent. The proposed buildings would also partly obscure the Cambridge University Library tower which is a characteristic feature of the Cambridge skyline, although would not pierce the wooded horizon beyond. The proposed materials would fit with the colour

palette of more modern development visible in the skyline. Nevertheless, officers accept that there would be some visual harm described as moderate adverse in the ES. Views of the city are also available from a similar direction (south-east) along Shelford Road. However, due to the greater distance from the City, this visual impact is reduced. The remaining viewpoints considered would have neutral or no effect on the Cambridge skyline.

- 8.51 During the construction phase there will be temporary adverse townscape and visual effects due to the installation of cranes, scaffolding and demolition works. These would only be for a temporary period. In terms of townscape and visual effects at year 15, although the landscaping at street level and on the terraces will mature and soften the proposal's appearance, this will not be sufficient to change the proposal's overall magnitude of effects. As such the significance of the effects at year 1 would be the same at year 15.
- 8.52 The impacts upon the townscape and viewpoint locations must also be considered in the context of the extant planning permission. Whilst the permitted scheme would replace a building of low visual quality (Betjeman House), it would also introduce built form which is of rudimentary design contributing little in terms of enhancing the overall townscape quality of the locality. There would also remain, an awkward juxtaposition of "old" and "new" with the retained Francis House and Ortona House. The permitted scheme does not include any public realm and therefore, creates a stark edge to Hills Road, negating the contribution of tree cover from the Botanic Garden to the streetscene. Importantly, it would not retain any semblance of the Flying Pig public house as a standalone building. Instead, the façade is awkwardly stitched into the new building. Whilst not as tall as the proposed development, the siting and scale would still result in a loss of openness within Hills Road although, would not protrude above the tree canopy of the Botanic Garden. Nevertheless, it would also retain the multi-storey car park and Francis House which detract from the townscape value and setting of the Botanic Garden.

Conclusion on Townscape and Visual Impacts

- 8.53 The removal of existing low-quality buildings is beneficial and the introduction of contemporary large scale buildings is reflective of more recent modern development such as the adjacent Botanic House and nearby CB1. Retention of the Flying Pig public house, an important historic building, set within an enhanced public realm contributes further to the townscape character and quality.
- 8.54 The Botanic Gardens are set within an urban context (a garden within a city) and therefore, views of the surrounding built form contribute to its character and setting. In terms of Hills Road, the proposed development will transform the townscape introducing buildings of a markedly increased scale and height but also of high quality, ensuring that the overall townscape effects are positive.
- 8.55 The scale of the proposed buildings will have a significant visual impact upon certain viewpoints within the eastern half of the Botanic Garden. However, this is a worst-case scenario (winter months) and one which will be alleviated in the summer months due to the substantial tree cover. The scale of the buildings will reduce the openness experienced within the Garden and therefore, also impact upon its setting and contribution to the townscape. Nevertheless, this is confined to part of the eastern boundary.
- 8.56 Tree cover from the Botanic Gardens currently contributes to the Hills Road streetscape. The layout of the site separates the built form to provide vistas of the Botanic Gardens, together with soft landscaping in the public realm.
- 8.57 The height of the buildings will result in additional buildings being visible on the Cambridge skyline. However, taking policy 60 into consideration and the skyline as a whole, it is not considered the proposal will compromise its character as of a city of spires and towers. Finally, the proposal will result in a significant improvement to the townscape value of Hills Road over and above the extant planning permission, particularly in terms of architectural quality of the built form, landscaping and public realm improvements and retention of the Flying Pig, an important historic building of community value. The Built Environment Team are also supportive. On balance, the townscape impacts of the development are considered to be in accordance with the

NPPF and policies 55, 56, 57, 60 and 67 of the Cambridge Local Plan 2018.

Public Realm, Landscaping, Inclusive Access

- 8.58 Policy 59 states that external spaces, landscape and public realm must be designed as an integral part of new development proposals.
- 8.59 At street level, a significantly enhanced public realm wraps around the re-modelled Flying Pig public house providing a series of inter-connected landscaped private and public spaces. The proposal also includes terraces (5th floor of Building B and 4th floor of Building C) as well as a living green roof incorporating an outdoor terrace on each building. These spaces are designed with wellbeing in mind, embrace nature and enhance the biophilic design. The active uses at ground floor level will spill into the public realm and coupled with the more modest scale of the Flying Pig and soft landscaping, provide an appropriate human scale at street level.
- 8.60 Between the buildings fronting Hills Road is a public space which allows people to dwell, whilst also providing a vista to the Botanic Garden. Whilst servicing will also occur through this space, its primary function is a space for people. Benches and soft landscaping have been carefully integrated in strategic locations to avoid the requirement for obtrusive bollards. The surfaces will provide a seamless apron of paving along the Hills Road frontage, with different size paving units to subtly delineate the areas where vehicles are permitted for taxis and servicing. Therefore, it is not considered there will be significant conflict between vehicles and pedestrians. A raised table is also proposed at the top of the vehicle access ramp to prioritise pedestrian movement along Hills Road.
- 8.61 The provision of a series of street trees along the Hills Road frontage softens the built form and continues a line of existing trees within the Botanic Garden at the boundary of Hills Road. Details of hard and soft landscaping including a maintenance and management plan will be secured by condition (conditions 12 and 13). Integral to the landscaping is ensuring appropriate boundary treatments, particular at the interface with the Botanic Garden however, this can be resolved as part of the landscaping conditions.

- 8.62 Policy 34 of the Local Plan will support schemes with external lighting where light spill is minimized, does not materially impact residential amenity or wildlife. A ground floor lighting strategy has been submitted by the applicant to demonstrate how the public realm and private outdoor areas can be enhanced through artificial lighting. Environmental Health has recommended that further details are agreed through submission of a lighting impact assessment. This can be secured by condition (condition 28).
- 8.63 Public art can make a significant contribution to the cultural wellbeing of a community and the physical landscape. The social dimension of sustainable development identified by the NPPF includes social wellbeing. The NPPF's core planning principles include a requirement that developments take account of and support local strategies to improve cultural wellbeing for all, delivering sufficient community and cultural facilities and services to meet local needs. Policy 56 of the Local Plan encourages development proposals to embed public art as an integral part of the proposals.
- 8.64 A draft public art strategy has been provided by the applicant and discussions have been ongoing with the Council's public art officer. The applicant is committed to provision of public art as part of the development and it is considered that this can be secured through a suitable condition (condition 11) requiring agreement of a public art strategy and public art delivery plan.

Safe and Inclusive Access

- 8.65 The NPPF recognises create places that are safe, inclusive and accessible and which promote health and well-being.....and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. Local Plan policy 56 seek to secure high quality, accessible and inclusive development which allow for future changes in needs and lifestyles. Policy 57 requires new buildings to demonstrate accessibility for all users.
- 8.66 The development was presented to the Council's Disability Panel on 27 October 2020. The minutes of the meeting are attached at Appendix 6. The Panel welcomed the general approach taken to provide accessibility for all users noting that it was one of the most impressive proposals brought before the Panel in recent years. The panel in particular were impressed with the inclusion

of accessible WCs throughout the development, fire fighting lifts and high quality external spaces. Level access onto the roof terraces was also welcomed although identified that an appropriate surface treatment should be provided for wheelchair users. The Panel did identify concerns regarding the distance from accessible parking bays to access the offices.

8.67 Following the meeting a number of amendments were made by the applicant which picked up on comments by the Panel and Access Officer. The amendments included provision of a changing places WC in Building B, accessible WCs within office cores handed to provide right and left transfer per floor, reconfiguration of accessible parking spaces and increased width of basement access corridor to Building C. Provision has also been made for accessible cycle parking in the basement, These further improve the building's accessibility credentials in line with Local Plan requirements.

8.68 In terms of providing a development which is safe and ensuring crime and disorder do not undermine the quality of life, the Police Designing Out Crime Officer notes that the applicant has consulted a security consultant in relation to the BREEAM Security Needs Assessment and will be using Secured by Design products where necessary. The application is therefore considered to meet the requirements of the NPPF.

8.69 As part of the commitment to wellbeing the applicant is targeting a WELL Platinum enabled development. This standard is focussed solely upon occupant health and wellbeing and demonstrates a holistic approach to sustainability.

Historic Environment

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

8.71 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the legislative context for development that affects the setting of listed buildings:

- 8.72 In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possess.’
- 8.73 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land within a Conservation Area, to; “Pay special attention to the desirability of preserving or enhancing the character or appearance of that area”.
- 8.74 The Court of Appeal has determined that, in order to give effect to the statutory duties under section 66 (1) and section 72 (1), in respect of development proposed to be carried out within the setting of, or which may impact upon a listed building, or in a conservation area, a decision-maker must a) in respect of listed buildings accord considerable importance and weight to the 'desirability of preserving the listed building, or its setting' and b) in respect of a conservation area give a high priority to the objective of 'preserving or enhancing the character or appearance of the area', when weighing this factor in the balance with other 'material considerations' which have not been given this special statutory status.
- 8.75 Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and in considering this application have given considerable weight and importance to the desirability of preserving the setting of the affected listed buildings and to preserving or enhancing the character and appearance of the Newtown and Glisson Road Conservation Area.
- 8.76 Furthermore, officers have as they must, taken into account as a material consideration, the policy guidance in paragraphs 193-197 of the NPPF 2019. Para. 193 of the NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, “great weight” should be given to the asset’s conservation (meaning the more important the asset, the greater the weight should be). Conservation (for heritage policy) is defined in the NPPF as; “*the process of maintaining and*

managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.”

- 8.77 Para. 194 makes it clear that any harm to, or loss of significance of a heritage asset should require clear and convincing justification. Paragraph 196 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its optimum viable use.
- 8.78 In respect of non-designated heritage assets para. 197 of the NPPF states that the effect of a proposal on the significance of such an asset should be taken into account in determining the application. In considering such applications a balanced judgment is required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 8.79 Para. 200 makes it clear that local planning authorities need to look for opportunities for new development within Conservation Areas, World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals which make a positive contribution to the asset or better reveals its significance should be treated favourably.
- 8.80 The Council’s Local Plan policies 61 and 62 seek to ensure that new development proposals give due consideration to the impact on heritage assets, including local heritage assets.
- 8.81 The ES includes a technical chapter regarding the likely significant effects on heritage assets which considers the assessment set out within the supporting heritage statement. The heritage statement considers the significance of the asset and the potential impact upon its significance and/or its setting, concluding with an assessment of less than substantial harm. The conclusions of the ES are that there would not be any significant effects on heritage assets from the proposed development.
- 8.82 The heritage assets which are considered likely to be affected by the proposed development are set out below. A description of their significance is contained in Appendix 7.

Designated Assets

- New Town and Glisson Road Conservation Area
- Botanic Garden (Grade II* Registered Park and Garden)
- Cory Lodge, Botanic Garden (Grade II)
- Church of Our Lady and the English Martyrs (Grade II*)
- Highsett and front retaining wall (Grade II)
- Milestone outside 100 Hills Road (Grade II)
- Royal Albert Homes (Grade II)
- War Memorial (Grade II)

Non-designated Assets

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

Assessment of Harm – Designated Assets

8.83 There is consistency in the assessments by the applicant, Historic England and Council's Conservation Officer in that the proposed development will result in less than substantial harm to the setting of the Botanic Garden and the Conservation Area. However, the conclusions on the level of harm differ in that the applicant considers it to be of a low level, whilst Historic England and the Conservation Officer assess it at a moderate level. Officers have no reason to contradict the conclusions of Historic England and the Conservation Officer.

8.84 Cory Lodge has a strong visual connection with the application site, being located within the Botanic Garden. It lies approximately 130m to the west of the application site and its setting is characterised by the openness of the Botanic Garden, although there is also some influence from the built form of Sainsbury Laboratory. Nevertheless, the increased massing and scale of Building B results in a reduction of visible skyline and sense of openness to its setting. This is demonstrated through the visualisations in the TVIA (viewpoint 21), which is a worst-case scenario. In the summer months, there is a significant

contrast to its setting, as Building B is much less discernible. However, the proposal is considered to result in less than substantial harm of a moderate level.

- 8.85 Royal Albert Homes lies approximately 100m to the south of the application site but also has a strong visual connection with it due to the openness of the Botanic Garden in between. Although the Botanic Garden contributes to the setting of Royal Albert Homes, it is not all encompassing, as the buildings are set within an urban context fronting both Hills Road and Brooklands Avenue. However, the increase in scale and massing of Building C will result in a loss of openness to its setting. It is considered that this results in less than substantial harm of a low level.
- 8.86 With respect to other designated heritage assets such as Highsett, the War Memorial, the Milestone outside 100 Hills Road and Church of Our Lady and the English Martyrs (Catholic Church), these are all north of the application site along Hills Road. Whilst the war memorial and milestone are in close proximity to the application site, there is no inter-visibility due to the positioning and scale of Botanic House. There are some views in the proximity of the war memorial to the south, however these would capture part of the new buildings, the Flying Pig and the public realm. As such it is not considered that the proposal will materially harm the setting of these heritage assets. Highsett is approximately 150m north along Hills Road on its eastern side. There are some glimpsed oblique views of the application site however, this is in the context of the existing built form along Hills Road. Whilst the scale of the buildings will increase, they are setback from the road frontage and therefore, will not influence the setting of Highsett to an extent which would result in any harm. The Catholic Church is 500m to the north on the western side of Hills Road. Its setting will not be influenced by the proposed development and accordingly there is no harm.

Assessment of Harm – Non-designated Assets

- 8.87 The Flying Pig public house is identified as a building important to local character within the Conservation Area Appraisal and makes a positive contribution to this part of the Conservation Area. The building will be directly affected through the proposed demolition and extension works and also indirectly to its setting due to the introduction of large scale office buildings. There will be some harm to the Flying Pig through the direct works in

removing the rear outrigger however, the reconfiguration seeks to integrate the building as part of the wider site campus and importantly, retain its use, which contributes to the communal value of its significance. The extension is considered to be appropriately resolved, responding to the curved built form which is a distinctive feature across the campus, whilst remaining subservient to the retained frontage. The re-orientation of the pub garden to the south of the building will increase the pub's visual presence within the streetscape and enhanced public realm. The large scale offices will create a greater degree of enclosure however, this is balanced against its location at the heart of the public realm and the removal of existing buildings which detract from its setting and the wider Conservation Area. It is considered the proposed development will result in a low level of less than substantial harm to the Flying Pig and its setting.

8.88 Eastbourne Terrace (63-99 odd Hills Road) and College Terrace (101-122 odd Hills Road) and no.125 Hills Road are non-designated heritage assets within the Conservation Area and identified as Buildings of Local Interest in the Conservation Area Appraisal. The setting of the northern half of Eastbourne Terrace is most affected as it is directly opposite the site although, as the Conservation Officer notes, there is a distance involved and therefore, is not as sensitive as the views on the western side of Hills Road. The impact on the setting is considered to gradually diminish as the terraces stretch further to the south along Hills Road. There will be an improvement to the setting through removal of detracting buildings, although there will also be a reduction in the sense of openness due to the marked increase in scale and height. However, the proposed buildings are setback, so the skyline is broadly comparable. On this basis, it is considered there will be less than substantial harm of a low level.

8.89 Nos 55-59 (odd), Hills Road (with 1 to 7 Station Road) and 9-15 Station Road are non-designated heritage assets within the Conservation Area and identified as Buildings of Local Interest in the Conservation Area Appraisal. Their setting is largely influenced by Botanic House, Kett House, the public square and entrance to the Botanic Gardens. However, there are oblique views of the application site which will capture the Flying Pig, public realm and frontages of the new office buildings. Given the distance and intervening built form, it is not considered the proposed development will harm the setting of these buildings.

Assessment of Harm – Conclusion

- 8.90 The less than substantial harm identified to the Conservation Area and respective settings of the listed registered park and garden (Botanic Garden) and listed buildings (Cory Lodge and Royal Albert Homes) must be given considerable importance and weight. The existence of harm conflicts with policy 61 of the Local Plan and the statutory duties of the desirability to preserve the setting of listed buildings and the character and appearance of the Conservation Area. However, where less than substantial harm is identified, paragraph 196 of the NPPF states this harm should be weighed against the public benefits of the proposal. A balanced judgement is required with regard to the scale of harm and significance of non-designated heritage assets. Importantly, the Conservation Officer and Historic England raise no objections to the proposal.
- 8.91 The proposed development will remove buildings which detract from the Conservation Area and deliver a comprehensive redevelopment of the application site making effective use and regeneration of the land with an enhanced townscape and public realm. The proposal will also provide economic benefits, including jobs growth in the construction and operational phase for Cambridge and Cambridgeshire. A significant cumulative beneficial effect is identified for operational jobs in Cambridgeshire. The proposed development would also achieve a net gain in biodiversity, improve surface water run-off and secure improvements to the local highway network for sustainable travel, particularly walking and cycling. These public benefits are considered to outweigh the less than substantial harm to designated and non-designated heritage assets.

Archaeology

- 8.92 The County Council's Archaeologist notes the site is located in an area of high archaeological potential in the historic City of Cambridge. There is no objection in principle to the development and a condition (condition 47) is recommended with regard to securing a programme of archaeological work to investigate and record the archaeology of the site.

Transport and Highways

- 8.93 Hills Road is a primary distributor single carriageway road and is one of the major radial routes into Cambridge. In the vicinity of the site the highway width is approximately 3.5m in each direction for vehicles. A 1.5m wide mandatory cycle lane is present northbound and a 1.5m wide advisory cycle lane southbound. The footpaths are at least 2m wide on both sides of the road. There are a number of bus stops within a short walk of the site located in Hills Road and Station Road. The Cambridge railway station is approximately 500m to the east down Station Road. There are 2 main access points into the site. The southern site access is a priority junction with Hills Road and provides access to the existing multi-storey car park and other surface parking areas. The northern site access is a priority junction with Hills Road which provides access to a shared surface car park with Botanic House. There is also a vehicle access point for the Flying Pig public house.
- 8.94 The ES includes a technical chapter regarding the likely significant effects on transport. The guidelines for the Environmental Assessment of Road Traffic (1993) by the Institute of Environmental Management and Assessment (IEMA) have been used to inform the technical scope of the assessment. No objections have been raised by the County Highways transport team in relation to the methodology of the transport impact assessment in EIA terms. The applicant has also submitted a transport assessment which assesses the operational traffic impact of the proposed development.

Access

- 8.95 The proposal includes provision of a basement car park and cycle park which will be accessed in the same location, although with segregated access, at the southern end of the site. The cycle access is in the form of a low gradient (1:14) ramp which wraps around the vehicle access ramp into the basement. A cycle lift is also provided within each building to the basement. As part of improving pedestrian and cycle movement in this location, a toucan crossing will be provided across Hills Road, outside Building C. In terms of service vehicles, the central mews between Building B and Building C will be the access point. Each building is served by loading bays either side of the shared space. Swept path analysis has been provided to demonstrate

that refuse vehicles are able to turn within the site in order to exit in a forward gear. Servicing for the Flying Pig is proposed from the pick up/drop off bays adjacent to the pub garden. The Highway Authority has raised no objections in relation to the proposed access points and associated highways works to facilitate access for vehicles and cyclists into the basement. Details of the proposed highways works presented by the applicant, including a toucan crossing, relocation of the bus stop and upgraded southbound cycle lane, are acceptable in principle to the highway authority. These can be secured by a planning condition (condition 19), with specific engineering details agreed through the Section 278 process with the highway authority. The central mews will also provide a set down area for taxis or smaller service vehicles. Again, safe access to these spaces is appropriate resolved in the site layout. A separate service vehicle/taxi set down area has also been provided outside Building B. The Highway Authority note that this could potentially create conflict with cyclists however, it will reduce the potential for vehicles stopping in the cycle lane and is therefore, considered an acceptable solution.

- 8.96 With regard to construction traffic, a framework construction traffic management plan has been provided by the applicant. This provides details of the general strategy for managing the movement of construction vehicles within the highway. The construction traffic route is set out in the applicant's construction traffic management plan. This includes Hills Road (A1307) and Trumpington Road (A1134), which run along the eastern and western boundaries of the Botanic Garden. No construction traffic is expected along Brooklands Avenue or Bateman Street, which are North and South of the Garden. Further details of the Traffic Management Plan (TMP) will be sought by condition (condition 15). The highway authority have also requested that a condition (condition 18) be imposed regarding vehicles in excess of 3.5 tonnes associated with the demolition and/or construction phases are to only enter or leave the site between the hours of 09:30 and 15:30 seven days a week. This is considered reasonable to ensure larger vehicles are kept off the network during the AM and PM peaks.

Car Parking

- 8.97 Policy 82 of the Local Plan states planning permission will not be granted for developments that would be contrary to the parking standards in Appendix L. The policy applies the parking standards as maximum standards, with a ratio of 1 space per 100m² for B1 floorspace located within a controlled parking zone.
- 8.98 The proposed development will include a basement car park containing 200 car parking spaces. This includes provision of replacement car parking (50 spaces) for Botanic House which are already committed due to existing lease arrangements. The proposed development therefore, includes an additional 150 car parking spaces (ratio 1:260m²), including 10 accessible spaces (see Table 4 below). The basement has been designed for future flexibility with the upper level mezzanine being removable to respond to changing demands for car use. The basement could, ultimately, be repurposed with single and double height spaces for alternative uses.

Table 4: Car parking allocation

Building	Number of spaces
Botanic House	50*
Building B	84
Building C	65
Flying Pig	1
Total	200

**existing committed spaces*

- 8.99 The proposed level of on site parking is significantly less than currently exists and what has previously been granted under the extant planning permission (see Table 5 below). The parking ratio is also consistent with other recent office developments in Station Road.

Table 5: Comparison of car parking provision

	Existing car spaces	Extant permission car spaces	Proposed car spaces
Numbers	304	404*	200

** combination of approved and retained spaces*

- 8.100 Whilst it is acknowledged that the proposed development includes on site parking in a sustainable location, it is compliant

with the maximum standards within policy 82 and also reduces the level of on site car parking in terms of what is existing and what could be built out under the extant planning permission. It is therefore, not considered that a reason for refusal could be sustained regarding the proposed level of on site parking.

8.101 Policy 82 also recognises that provision of electric vehicle charging points should be achieved where reasonable and proportionate. The application proposes provision of 52 x 7kW charging points and 6 x 24kW (fast) charging points, providing a total of 58 EV charging points. Infrastructure provision capable of supporting EV charging points for the remaining spaces will also be provided. The proposed EV charging strategy is supported by Environmental Health and will be secured by condition (condition 33).

8.102 The applicant has also advised that it is proposed, over time, for on site car parking spaces to be exclusively available for electric vehicles. This is welcomed particularly in terms of promoting use of more sustainable vehicles and improving air quality. It is therefore, proposed to secure a car parking management strategy for vehicle access to be via electric vehicles only. The car parking management strategy can be secured as a planning obligation through the s106 agreement.

Cycle Parking

8.103 Policy 82 requires cycle parking provision as a minimum standard. For office use the requirement is for 2 spaces for every 5 members of staff or 1 space per 30m² of gross floor area and visitor parking provision on merit. Therefore, the minimum requirement for cycle parking is 1,300 spaces. The proposed cycle parking allocation is set out in the table 6 below. This will be secured by condition through a Car and Cycle Parking Management Plan (condition 44).

Table 6: Cycle Parking Provision

	Sheffield	Stackers	Total
Botanic House	50	n/a	50
Building B	156	564	720
Building C	130	450	580
Flying Pig	2	n/a	2
Visitor	78	n/a	78
Total			1,430

8.104 All staff cycle parking will be located in the basement. In terms of visitor cycle parking, 56 spaces are at grade and 22 in the basement. 22% of cycle parking will be provided as Sheffield stand, which meets Local Plan requirements. Other facilities include space for a bike doctor within the basement along with 516 lockers and 55 showers. A speed gate is also proposed on the ramp which will allow cyclists to “swipe in” registering their arrival. This will provide a useful monitoring for the Travel Plan, details of the appearance of the gate can be secured as part of the landscaping condition (condition 12).

8.105 To further encourage sustainable transport, the applicant proposes to provide an electric bike scheme with 50 electric bikes to be made available for occupants of the building, free of charge. The electric bike scheme can be secured as a planning obligation through the s106 agreement.

Other parking facilities

8.106 The basement also contains provision for parking for electric scooters (82) and motorcycles (9).

8.107 Subject to the proposed conditions and planning obligations set out above, the level of cycle parking is considered acceptable and is therefore in accordance with the NPPF and policy 82 of the Local Plan.

Trip Generation

8.108 The NPPF advises that; *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

8.109 CB1 trip rates have been used as they are considered more robust than TRICS data which is agreed by County transport team. The mode share of employees of 22 Station Road nearby has been applied to these trip rates. This applies a car driver mode share of 17% and walking (13%), cycling (40%) and public transport (27%) mode share totaling 80%. Again, this is accepted by the County Highways transport team.

8.110 The proposed office will generate 1474 inbound and 114 outbound person trips in the AM peak, and 1190 outbound and

255 inbound person trips in the PM peak, applying the CB1 trip rates.

Vehicles

8.111 Surveys of the existing car parks were undertaken in March 2020 which noted the car park was underutilised. Vehicle trip rates have also been adjusted in accordance with the capacity of the proposed car park, as the site is located within and adjacent to controlled parking zones. The assessment demonstrates the development could generate a maximum of 30 additional two-way vehicle trips in the AM peak hour and 17 in the PM peak hour. However, this is based on observed vehicle trips of an underutilised car park. A sensitivity test was undertaken assuming full occupancy of the existing car park. This demonstrated an overall net reduction in car trips within the AM and PM peak. However, overall, there is anticipated to be a net increase of 93 vehicles entering and 55 vehicles exiting the site over the 24 hour period during operation. This is negligible (less than 1% increase) in the context of the average annual daily traffic flow of 14,441 on Hills Road.

8.112 In terms of service vehicle trips, the number of trips expected across a 12 hour weekday period (0700-1900) is 44. On average, this is just under 4 per hour or 1 every 16 minutes.

8.113 The highway authority consider the above forecast trip rates to be robust and demonstrates that the level of vehicle movements associated with the proposed development will not materially impact upon the local highway network.

Pedestrian and Cycle trips

8.114 Of the total person trips predicted, 594 are forecast to cycle and 768 forecast to walk in the AM peak, and 479 forecast to cycle and 621 forecast to leave the site on foot in the PM peak. This has been analysed by the highway authority and it is considered to result in an intensification of movements upon the Station Road/Hills Road junction, although the provision of a toucan crossing in Hills Road will alleviate some of this impact. Discussions have taken place with the highway authority who acknowledge that the junction could be improved to better support cycling and pedestrian movement. This also aligns with aspirations for improving the pedestrian environment within the

Hills Road corridor identified within policy 25. As a result of these discussions, the highway authority has committed to carrying out improvements to the junction and consider that a financial contribution of £500,000 from the proposed development is a reasonable and proportionate level of mitigation. This is accepted by the applicant.

8.115 It should also be noted that the applicant has previously carried out highways works and public realm improvement works at the junction and paid financial contributions in relation to strategic highway improvements as part of the extant planning permission, although the full impact of this development on the highway network has not been realised due to its partial implementation.

8.116 A framework Travel Plan has been submitted by the applicant which is supported in principle by the highway authority. However, conditions (conditions 16 and 17) will be imposed regarding submission of a detailed Travel Plan for each building, including monitoring, during the operational phase.

8.117 Subject to the proposed highways works including provision of a toucan crossing in Hills Road, financial contribution of £500,000 for Station Road/Hills Road junction improvements and implementation of a Travel Plan, the proposed development is considered to be in accordance with the NPPF and policy 81 of the Cambridge Local Plan.

Transport Environmental Effects

8.118 In terms of transport, no significant environmental effects have been identified in either the construction or operational phase. Mitigation is proposed for the construction phase through provision of a Traffic Management Plan (TMP) and Demolition and Construction Environment Management Plan (DCEMP) to manage temporary impacts. Once operational, the proposed development is anticipated to benefit pedestrian movement due to proposed highway improvements.

Carbon Reduction and Sustainable Construction

8.119 The NPPF notes that the planning system should support the transition to a low carbon future and great weight should be given to outstanding or innovative designs which promote high levels of sustainability (paragraph 131). Policy 28 of the Local Plan

advises that all development should take opportunities to integrate principles of sustainable design and construction into the design. The Sustainable Design and Construction SPD provides further guidance on implementation of relevant Local Plan policies regarding sustainable design.

8.120 Policy 28 requires non-residential development to achieve a BREEAM “Excellent” accreditation however, the applicant has committed to achieving BREEAM “Outstanding”, which is currently only achieved by 1% of buildings in the UK. The BREEAM pre-assessments submitted with the application demonstrate a baseline score of just under 92% against a threshold of 85%, which provides a buffer to achieve “outstanding”.

8.121 In terms of fabric performance, the objective for the façade design for the buildings is to achieve the optimum balance between providing ample natural daylighting to reduce the use of artificial lighting, the provision of passive solar heating to limit the need for space heating in winter and to limit summertime solar gains to reduce space cooling demands. A framework of vertical fins combined with varied depths of horizontal overhangs, depending on orientation, ensures a balance between the benefits of passive solar heating in winter months whilst limiting the likelihood of high internal temperatures in summer. The Council’s Sustainability Officer is supportive of the approach subject to as it will exceed Local Plan BREEAM requirements. Conditions regarding BREEAM outstanding accreditation are recommended (conditions 34 and 35).

Water Consumption

8.122 With regard to water use, the proposals utilise both rainwater harvesting and greywater reuse to achieve the maximum BREEAM credit requirements of policy 28 of the Local Plan in relation to water use.. This will serve the WC cisterns, irrigation and wash down points as an additional conservation measure. Highly efficient sanitaryware will also be utilised. The measures to be installed equate to a 55% reduction in water use compared to an average office. This approach is supported and is policy compliant.

Carbon Reduction

- 8.123 The proposal is for a fossil fuel free development which follows the energy hierarchy and uses a combination of passive design and renewable technologies. The proposed development will reduce emissions by 43% using current Building Regulations Standard Assessment Procedure (SAP). Using the new SAP 10 approach (recognition of a greener electricity grid), this rises to 53%. SAP is used to assess energy use and carbon emissions in Part L2A of the Building Regulations.
- 8.124 The passive design measures such as optimised façade design, high performance glazing and high efficiency building services will reduce cooling demand by 29% against Part L parameters of the Building Regulations. The building also proposes use of renewable technologies including air source heat pumps (heating and cooling and hot water) and an array of photovoltaic panels on both buildings. The approach to energy consumption and reducing carbon emissions is an integral element of achieving BREEAM outstanding. The approach is anticipated to result in a 75% reduction in carbon emissions compared to a typical office building with gas fired heating.
- 8.125 Consideration has also been given to the overall life cycle impact of the development, with embodied carbon of the proposed building materials quantified in line with BREEAM criteria. This included an appraisal of different design options to better understand the impact of certain materials. A high level embodied carbon estimate for Buildings B and C has been made against industry benchmarks. This assesses the kilograms of CO₂ per 1m² of GIA. The RICS and Greater London Authority (GLA) have identified current benchmarks as well as future targets for embodied carbon. RICS 2025 target is 650 kg/m² with a target of 500kg/m² by 2050. The GLA have an aspirational target of 800kg/m². Buildings B and C are estimated to achieve 543 kg/m² and 545 kg/m² respectively. This demonstrates that the proposed development is expected to deliver a low embodied carbon solution.
- 8.126 The ambitions to achieve BREEAM “outstanding” exceeds Local Plan requirements and is therefore, compliant with the NPPF and policies 28 and 31 of the Local Plan.

Flood Risk and Drainage

- 8.127A flood risk assessment and drainage strategy has been submitted in support of the application. The site is located within flood zone 1 and is a “less vulnerable” use. The development therefore meets national flood risk guidance with regard to being an appropriate location for the nature of the development.
- 8.128 Sustainable drainage systems are proposed as part of the development including rainwater harvesting (stored in basement tanks), blue roofs and green roofs. Attenuation at roof level reduces the capacity requirement for the basement tanks. Run-off rates have been reduced to greenfield rates which is a betterment across the site. The proposed SuDs design ensures that sufficient surface water storage is provided during the 1 in 100 (1%) Annual Probability plus 40% climate change events. Surface water will drain to the public sewer, as per existing, which is accepted by the Lead Local Flood Authority (LLFA) and Drainage Officer. Anglian Water have confirmed that the sewerage system has capacity to accommodate these flows. The attenuation tanks will require a pumped system to discharge water into the sewer. Preference is for a gravity discharge however, where a pumping system is required, an assessment of the residual risk of flooding as a result pump failure is necessary. Further information has been requested in this regard.
- 8.129 The LLFA and Council’s Drainage Officer raised initial concerns regarding waterproofing (of the basement) and the potential for groundwater displacement due to the scale of the basement, which could potentially increase flood risk elsewhere. The applicant subsequently produced a technical note which demonstrates the potential for an increase in groundwater levels is minimal (0.08m) and that appropriate waterproofing of the basement will be achieved. The note also advises that during construction of the basement, dewatering (pumping out water) will only take place within the basement and therefore, will not affect any groundwater outside of the basement due to the sealing providing by the existing Gault Clay in which the basement will be set. The LLFA and Council’s Drainage Officer are satisfied in this regard.
- 8.130 With regard to foul drainage, Anglian Water note that the development is in the catchment of Cambridge WRC which

currently does not have capacity to treat flows from the development. However, in the event permission is granted and the developer submits their formal application to connect to public sewers, Anglian Water will plan accordingly to accommodate the flows from this development.

- 8.131 Further information is required to ensure there are no significant residual flooding risks from the scenario of a pump failure. Further details regarding this matter will be provided in the amendment sheet.

Ecology and Trees

- 8.132 National planning policies seek to ensure that biodiversity is conserved and enhanced. At a local level, planning policies 69, 70 and 71 seek to ensure the provision of achievable mitigation and the enhancement of the nature conservation value of sites, through habitat creation, linkage and management and the appropriate protection of trees. Impacts on likely significant effects to ecology and trees have been considered within the ES.

Ecology

- 8.133 The Council's ecologist has reviewed the ES and raised no objections in relation to the methodology or conclusions of the ecological assessments. Biodiversity enhancements will be delivered as an integral part of the design proposals. A biodiversity net gain assessment demonstrates a 570% increase in overall biodiversity. This includes increased planting at ground floor level and at upper levels on the terraces and a living green roof on each building. Planting will include preference for nectar rich flowering species and prioritisation of local drought tolerant and climate adaptable species. Provision will also be made for bird and bat boxes throughout the scheme.
- 8.134 A preliminary ecological appraisal (PEA), preliminary roost assessment, nocturnal bat survey and biodiversity net gain assessment have been undertaken by the applicant. The PEA identified potential impacts upon bat roosts within buildings, active birds nests and the adjacent Botanic Garden which is a non-statutory designated County Wildlife Site. Cambridge Airport and the MOD have also requested a Bird Management Plan in relation to site attracting additional bird life on the proposed roofs. This can be secured by condition (condition 42).

8.135 With regard to bats, a nocturnal survey was carried out in 2020 as there is some evidence bats have used parts of Betjeman House in the past. The surveys recorded low levels of bat activity, primarily focussed on the Botanic Garden but did not reveal any roosting bats in the buildings. However, as precautionary mitigation, to ensure no bats have started to roost in Betjeman House prior to demolition, a pre-work inspection of buildings on the site shall be conducted. If demolition works are proposed to take place during the active season for bats (March-October inclusive) a further nocturnal survey shall be carried out to confirm the presence/absence of any bats. This will be secured through the DCEMP condition (condition 22).

8.136 Artificial lighting has the potential to impact upon bats both during the construction and operational phase. Appropriate mitigation can be achieved in relation to lighting for the construction phase through the DCEMP. In terms of the operational phase, a Lighting and Ecological Management Plan will be sought by condition (condition 36) due to the proximity to the Botanic Garden and the potential impact on wildlife, particularly bats.

8.137 In relation to breeding birds, the vegetation on site has the potential support some breeding birds although due to the nature and scale, populations are not considered significant. Active birds nests are protected under the Wildlife and Countryside Act (1981). In terms of mitigation, any clearance of vegetation would avoid the active nesting season (March to August inclusive). Where this is not possible, any proposed clearance should be checked by a qualified ornithologist immediately prior to the works.

8.138 Construction activity could result in accidental damage to the neighbouring Botanic Garden, or indirect impacts such as light, noise, dust and vibration. Measures will be set out within the DCEMP to ensure risks of such impacts are minimised. No likely significant effects are predicted and therefore, no monitoring is required during the construction or operational phase.

8.139 The existing site is of low ecological value therefore, the biodiversity net gain during the operational phase is welcomed. Provision of biodiversity enhancements will be sought by condition and appropriate conditions can be secured to ensure biodiversity within the Botanic Gardens is suitably protected

during the construction and operational phases of the development. The proposed development is therefore in accordance with policies 69 and 70 of the Cambridge Local Plan. Trees

8.140A Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement and Tree Protection Plan is provided in support of the Development. The purpose of this work is to provide consideration of the arboricultural impacts of the Development in accordance with the feasibility and planning sections of BS 5837: 2012 Trees in relation to design, demolition and construction.

8.141 The tree survey has inspected 87 individual trees, 11 groups of trees, 2 areas of trees and 2 hedges within and adjacent to the site. The proposal requires felling of 3 low quality trees in order to achieve the proposed layout. Three additional low quality trees have also been identified for removal irrespective of the proposed development as they are nearly dead or dead. There are no trees of value on the application site as such their removal is considered acceptable.

8.142 Existing trees adjacent to the application site in the Botanic Garden are to be retained and protected. The tree office has raised concerns about lack of space for existing trees and that pruning works are proposed to facilitate construction and access, although acknowledges the potential incursion into root protection areas is minor. An AIA has been submitted which demonstrates how the impact on existing trees will be mitigated during the demolition and construction phases to ensure their long term protection. The significance of the trimming and pruning is considered to be minor adverse and therefore, not significant. Subject to the imposition of an arboricultural method statement and tree protection plan to be secured by condition (conditions 37, 38 and 39), the impact upon existing trees is considered to be acceptable.

8.143 In terms of new trees, concerns were raised with regard to the space available for new planting, particularly due to the basement. The applicant has therefore, amended the proposal to improve the shape of the tree pits proposed for the street trees. The landscape team consider this to be appropriate subject to further details of the tree pits being secured by condition (condition 10).

8.144 The proposed is not considered to result in significant effects to existing trees and therefore, is in accordance with policy 71 of the Cambridge Local Plan 2018.

Environmental Considerations

8.145 Decisions on planning applications should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution.

Noise

8.146 The NPPF recognises that new development proposals should mitigate and reduce to a minimum, potential adverse impacts from noise. Policy 35 also recognises new development should not lead to significant adverse effects from noise during either construction or once operational. The site is located in an environment where existing noise levels are relatively high, primarily due to its location adjacent to Hills Road. An acoustic assessment has been undertaken to establish baseline background noise levels and the performance requirements of the façade of the proposed buildings in line with BS8233 guidance. The survey confirms that the buildings will be fully mechanically ventilated and cooled so the opening of windows for ventilation is not required (although manual ventilation will be possible for comfort cooling). The assessment indicates that the façade sound insulation performance requirements should be achievable with an acoustic double glazed system for the eastern facades and standard double glazing for the remaining areas. Environmental Health support this approach.

8.147 With regard to plant and equipment noise, the rating level (in accordance with BS4142) for all plant and equipment should be less than or equal to the existing background noise level at the boundary of premises. There is potential for noise outbreak, particularly from plant located at roof level. Mitigation measures identified are a solid acoustic screen around the roof top plant as well as in-duct attenuators to the inlet and outlet of ventilation plant. Environmental Health have requested a condition to ensure appropriate mitigation is achieved with regard to plant and equipment noise (conditions 20 and 21).

8.148 With regard to the Flying Pig, it has operated in the current location for a significant period of time where background noise levels are elevated due to the proximity to Hills Road. As such the existing pub garden is already influenced by road noise levels. It is proposed to re-orientate the pub garden to the south of the existing building. This will include a wall along its eastern edge. Environmental Health note there is the potential for this reconfiguration to have a more significant impact upon local amenity of nearby residents (noise outbreak) and also subject customers to higher traffic noise levels. Amendments were therefore, requested to the proposed pub garden boundary wall. To this end, the height of the pub garden wall on the Hills Road side has been increased to 1.6m with a further barrier on top resulting in a total height of 2.25m. The increase in height will provide some acoustic benefits both in terms of break out noise and also to mitigate traffic noise. In order to ensure the wall forms an appropriate acoustic barrier, details of the wall's construction will be requested by condition (condition 52). Additional conditions requested by Environmental Health are discussed further below.

8.149 Environmental Health also recommended a number of conditions to control part of the pub's day to day operations, in the interests of residential amenity. The closest neighbour to the pub is the Centennial Hotel (opposite), which occupies the northernmost section of Eastbourne Terrace. Residential properties exist beyond the hotel to the south, although these are not immediately opposite the pub. The pub currently operates in an unrestricted manner, in planning terms, without complaint. Environmental Health have requested conditions which would restrict hours of use of the pub garden, amplified music in the pub garden and deliveries.

8.150 It is important that the pub's future operations are not jeopardised by unnecessary and unreasonable conditions. The opening hours allowed by the license are 11:00-00:30 Monday to Saturday and 12:00-00:00 Sunday, although it is understood the pub is usually open until 11pm. There is currently no restriction on the hours of use of the pub garden. Environmental Health have requested that the pub garden only be used between 09:00-23:00 daily. Although the location of the pub garden is changing, the design of the associated wall will seek to minimise noise outbreak therefore, it is not considered necessary to restrict hours of use of this outdoor space. Environmental Health have

requested that amplified music and voice is prohibited in the pub garden between the hours of 19:00-23:00 daily. Outdoor space has become increasingly important during the pandemic for social distancing measures and staging events. Live music is currently an important element of the character of the Flying Pig and it is considered this should be able to continue unencumbered, if so desired, by future tenants. Controls would still exist through environmental protection legislation. As such it is not considered necessary to control amplified music and voice in the pub garden.

8.151 With regard to deliveries it is proposed that the pub will be serviced off street via the adjacent pick up/drop off bays within the central mews. There are currently no delivery restrictions in place and the pub is currently serviced from the street. Given there are currently no restrictions in place, only a small number of deliveries would take place across the week and the pub will benefit from an off-street servicing strategy, restrictions on deliveries for the public house are not considered necessary. However, restrictions on the hours deliveries/collections can take place for the proposed office buildings is considered reasonable and will be secured by condition (condition 54).

8.152 Environmental Health have recommended a condition with respect to ensuring “habitable rooms” are appropriately protected from noise. There is already an existing licensee’s flat at first floor level and the proposal is to refurbish the existing building in this regard. Although new habitable rooms (bedrooms) will be formed within the roof space it is not considered reasonable to require a noise assessment for the creation of these rooms.

8.153 Environmental Health have also requested a condition regarding the flat within the pub only be occupied by person/s associated with the operation of the pub. The flat is ancillary (not a standalone dwelling) to the primary use of the building as a public house therefore, it is not necessary to attach a condition requiring this restriction.

8.154 Subject to conditions recommended above, the proposed development is considered to be in accordance with policy 35 of the Cambridge Local Plan.

Air Quality, Odour and Dust

- 8.155 Policy 36 of the Local Plan advises that new development will be permitted where it can be demonstrated that no significant adverse effects on health, the environment or amenity will arise from air quality, odour or dust emissions.
- 8.156 The site is located within the Cambridge City Air Quality Management Area (AQMA). The AQMA has been declared upon the basis of recorded and modelled exceedances of Nitrogen Dioxide (NO²) with the main source in Cambridge being from vehicle emissions. The Air Quality Annual Status Report (Cambridge City Council 2020) reviewed the air quality in Cambridge in 2019 and reflects activities up to the end of March 2020. The report does not include a discussion on air quality relating to the pandemic, although acknowledges that levels of NO₂ have fallen by 50% in the city centre during lockdown. The general trend noted that levels of NO² in 2019 were slightly lower than in 2018 however, recorded levels of particulate matter have remained the same. Levels of all measured pollutants are currently below their respective national air quality objectives levels.
- 8.157 The proposed development will deliver a net reduction in car parking spaces from the existing and will be a fully electric powered/heated development. 58 Electric Vehicle (EV) charging points will be provided within the development as well as over 1,400 cycle parking spaces. The applicant is also committed to ensuring only EVs will, ultimately, only be allowed access to the building which is to be secured through a parking management strategy.
- 8.158 An Air Quality Assessment has been submitted as part of the application documents. This screened out the need for a detailed assessment given the reduction in car parking spaces and no combustion emission to air. The assessment concludes that the location is suitable for its proposed end use. Environmental Health is in agreement with this conclusion.
- 8.159 With respect to odour, the permission seeks flexible use of ground floor space in Building's B and C. This could potentially include food and beverage outlets. As such, Environmental Health has requested that details of extraction and ventilation equipment is to be agreed by condition (conditions 29, 30, 31 and

32) to ensure appropriate discharge of fumes and odours. This includes the proposed new kitchen for the Flying Pig.

8.160 Environmental Health note that a construction environmental management plan has been submitted by the applicant, which provides a general overview on the methodology for demolition and construction. A condition (condition 22) is recommended regarding submission of a DCEMP which include requirements for dust management/monitoring, noise monitoring and vibration monitoring during the construction phase.

8.161 Subject to the imposition of conditions it is not considered the proposed development will adversely impact upon local air quality and is therefore in accordance with the NPPF and policy 36 of the Local Plan.

Ground Conditions and Contamination

8.162 Policy 33 of the Local Plan requires applicants to demonstrate there will be no adverse health impacts to surrounding occupiers or end users from ground contamination. The application is accompanied by a Phase I and Phase II investigation report as the site does have significant history of potentially contaminative usage.

8.163 However, a key element of the application is the construction of a 7m deep basement. This will require the removal of surface soils across the whole site. In a contaminated land context, this bulk removal acts as de facto remediation strategy for any contamination that may exist due to the significant quantities, and depth, of soil that will have to be dug out. It is highly likely that all of the Made Ground (typically the main source of residual industrial/commercial contamination) will be dug out and removed off-site. Environmental Health accept that no remediation is required. However, a Material Management Plan and Completion Report is required to be submitted and agreed by condition (conditions 23, 24 and 25) to ensure the construction pile/mat and landscaped area use suitable uncontaminated material. A condition (condition 26) will also be imposed with regard to assessment of any unexpected contamination during the course of construction.

Wind Microclimate

8.164 A technical chapter within the ES assessed the likely impacts of the proposed development on the wind microclimate. The Council employed the services of an external consultant (Arup) in order to assess this chapter of the ES. The consultant advised that further environmental information was required and an addendum to the ES was produced. A number of locations within the development and offsite were assessed with regard to potential impacts from wind. Mitigation through the provision of soft landscaping at ground floor level and balustrades to terraces on upper levels is proposed to reduce the impact from windiness. These can be secured through respective landscaping (conditions 12 and 13) and materials (condition 3) conditions. Subject to the mitigation identified, the conclusions are that wind conditions are likely to remain generally suitable for intended pedestrian activities in and around the site.

Responding to Climate Change

8.165 The consideration of climate change resilience and adaptation in this EIA has been integrated throughout the technical chapters. As demonstrated through the Design and Access Statement and Sustainability Statement, climate change has been a key consideration in the design of the project and includes embedded mitigation through passive design and use of renewable technologies. Consideration, in particular, has been given to following the cooling hierarchy in order to mitigate the risk of overheating. Measures include reducing solar gains in the summer through a framework of vertical fins and horizontal spandrels, appropriate ratio of glazing and opaque curtain walling depending on orientation (efficient thermal envelope), low g-values for all glazing and low fabric air permeability. Provision of energy efficient lighting (LED), insulation to heating and hot water pipework and energy efficient equipment will also minimise internal heat generation. The development will significantly improve upon the requisite standards of Part L 2013 of the Building Regulations. Furthermore the development demonstrates a low embodied carbon design.

8.166 Biodiversity enhancements will be delivered as an integral part of the design proposals. A biodiversity net gain assessment demonstrates a 570% increase in overall biodiversity. Water storage is also proposed at roof level for re-use and to reduce

surface water run-off. This is part of a SuDS strategy which will see surface water run-off reduced to green field rates taking into account potential increases due to climate change.

- 8.167 The development includes 58 electric vehicles charging points with a further commitment by the applicant to, ultimately in time, only allow parking on site by electric vehicles.
- 8.168 The development is considered to demonstrate an appropriate response to climate change adaptation and as such it is not considered there are likely to be any significant environmental effects.

Residential Amenity

- 8.169 The NPPF recognises the importance of creating places with a high standard of amenity for existing and future users. Policy 35 of the Local Plan requires new development not to adversely effect human health and quality of life through noise and vibration.
- 8.170 There are residential properties in the terrace opposite the site and also further to the south along Hills Road. Those properties most directly affected are opposite Building C. Consideration of residential amenity has already been touched on in relation to noise impacts, particularly regarding operations at the Flying Pig. However, it is not considered there will be material harm to residential amenity from noise outbreak from the pub garden, particularly given the long term existing use.
- 8.171 Francis House, which is currently opposite these properties, is approximately 12m high and is set up to the back edge of pavement. The existing separation distance between these properties (wall to wall) is around 22m. Building C will be 17m tall to the parapet line (top of the 3rd floor) ,with the 4th floor set back 3m from the building's frontage. Due to the undulating façade, the building will have a setback from the back edge of pavement of between 3m and 8m. The increase in scale of Building C will be noticeable, although the separation distance (wall to wall) will be between 27m and 31m. Given this separation, it is not considered to cause an unreasonable sense of enclosure to these properties.

8.172 The increase in scale will also cause an additional degree of overshadowing to these properties. The front of the properties have a predominantly westerly aspect. Shadow studies have been provided which demonstrate that at the equinox the properties receive good levels of direct sunlight up until approximately 4pm. Given there is already overshadowing experienced as a result of the existing buildings, it is not considered that the overshadowing will cause material harm to the amenity of these properties.

8.173 In terms of overlooking, although the composition of buildings on the site is changing, it is not considered this results in a material change to the degree of overlooking already experienced.

Cumulative Impacts

8.174 The EIA Regulations include the requirement to identify the full range of environmental effects that are likely to result from a development which includes cumulative environmental effects. EIA practice recognises two major sources of cumulative effects: intra-project effects and inter-project effects

8.175 Intra-project effects occur when an effect from one environmental discipline may affect another environmental discipline, for example an increase in traffic flows will also result in a change to the noise levels at a particular receptor.

8.176 The Botanic Garden is the most sensitive to potential cumulative impacts. Whilst there is the potential for intra-project cumulative effects during the construction phase from, noise, dust, lighting and traffic movements, these will be temporary and can be appropriately managed and mitigated through the DCEMP and TMP. There is the potential for interactive ecological impacts on the Botanic Garden during construction arising from accidental damage, dust, light, vibration and noise. Officers agree with the conclusion of the ES that these will be negligible with the implementation of a DCEMP condition.

8.177 There is the possibility of ecological, arboricultural, lighting, wind, glare/light, visual, townscape and heritage impacts on the Botanic Garden from the proposed development once it is operational. The relevant chapters within the ES demonstrate that wind, lighting, ecological and arboricultural impacts will not result in significant impacts.

8.178 There is potential for the proposed development to increase glare within the Gardens, although the existing mature tree coverage will minimise this impact. Details of glass reflectivity can be secured through a planning condition (condition 3) to further reduce this potential impact. Additional overshadowing will occur in the mornings however, given the orientation of the gardens they will still receive direct sun for the majority of daylight hours. Whilst there is some harm identified to heritage assets and views within the Botanic Gardens due to the scale of the proposed buildings, they will replace low quality buildings with high quality architecture.

8.179 Officers are satisfied with the conclusions of the ES that cumulative impacts on the Botanic Garden will not interact to create additional significant impacts.

8.180 Inter-project effects occur resulting from the likely impacts of the proposed development interacting with the impacts of other reasonably foreseeable or committed developments in the vicinity. In total, 6 developments were identified in the cumulative site search;

- 32-38 Station Road (15/0906/FUL)
- 30 Station Road (15/1522/FUL)
- Murdoch House 40-44 Station Road (15/1759/FUL)
- 20 Station Road (15/0864/FUL and 15/0865/FUL)
- 10 Station Road (15/2271/FUL)
- Cambridge Biomedical Campus (16/0176/OUT)

This was expanded to include land north and south of Wort's Causeway (19/1168/OUT and 20/01972/OUT), land between Coldham's Lane and Airport Way (18/0481/OUT) and West Cambridge (16/1134/OUT) to assess cumulative visual effects from longer distance views however, these are too far to contribute to a cumulative effect.

8.181 The assessment finds that each of the technical chapters has considered the worst case scenario and with mitigation in place, no likely significant adverse cumulative effects are anticipated with other reasonably foreseeable major developments within the study area. The economic assessment identifies a significant beneficial effect on operational jobs for Cambridgeshire.

8.182 Officers have considered the cumulative impact assessment and are in agreement with the conclusions reported in the ES and ES Addendum, that no significant cumulative impacts will arise at either the construction or operational stage.

9.0 THIRD PARTY ISSUES

Issue	Officer Response/Report Section
Principle of Development including whether housing should be provided, provision of additional office space and whether policy requirements have been met and effect of previous planning permission 06/0552/FUL	See paragraphs 8.2-8.28
Impact upon operations and viability of Flying Pig	See paragraphs 8.29-8.36
Scale, Massing and Design and townscape impacts	See paragraphs 8.37-8.57
Impacts on historic environment (Conservation Area, Listed Buildings etc.)	See paragraphs 8.70-8.91
Transport and Highways Issues	See paragraphs 8.93-8.118
Impact upon ecology/biodiversity	See paragraphs 8.132-8.144
Impact on Residential Amenity (eg: overshadowing, noise)	See paragraphs 8.169-8.173
Impact on wind microclimate	See paragraph 8.164
Impact on air quality	See paragraphs 8.155-8.161
Impact of construction phase	Conditions proposed to mitigate impacts of construction
Impact upon existing pub landlords (lease/human rights) and employees	Impact on lease is not a material planning consideration. Loss of lease is not an infringement on human rights
Plan drawings don't include north points	Location Plan, Site Plan and floor plans include north point
East elevations missing	Amended plans with separate elevations provided
Proposal is only about profit	Not a material planning consideration
Design will encourage anti-social behaviour	No objection from Police Design Out Crime officer.
Should be used for additional green space and larger garden for the Flying Pig	This is not the proposal put forward by the applicant

Consideration of embodied carbon	See paragraph 8.125
Only support is from existing tenant of the developer	Allowed to express views on the proposed development
Shouldn't be building development like this in a pandemic	Not a material planning consideration and if permission granted developer has 3 years to commence
Loss of pub for long period will impact upon mental health and wellbeing	Not a material planning consideration however, closure will be for a temporary period
Rights to Light Easement for Flying Pig	This is not a material planning consideration but a civil matter between property owners
Impact on water and sewerage supply	See paragraph 8.130 and comments from Anglian Water

10.0 PLANNING OBLIGATIONS

10.1 The NPPF states that LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Policy 85 of the Local Plan states that planning permission for new developments will only be supported where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

10.2 The following matters are proposed to be secured through a Section 106 agreement;

- Fixtures and fittings, apart from personal belongings of the existing tenants, shall be surveyed/recorded, protected and reinstated, to maintain the internal character of Flying Pig Public House
- The Flying Pig is to be fitted out internally by the applicant to allow full commercial operation including residential occupation
- Provision of a free to use electric bicycle (minimum 50 bicycles) scheme for tenants within the building
- Car Parking Management Strategy to secure access by Electric Vehicles only
- Secure a financial contribution of £500,000 towards Station Road/Hills Road junction improvements

11.0 MATERIAL CONSIDERATIONS

11.1 The extant planning permission is a material consideration in the determination of this application. It is a fallback position which can be implemented at any time. The proposed development is a significant improvement over the extant planning permission, particularly in its architectural quality, its contribution to the townscape, the removal of buildings which detract from the character of the Conservation Area and its response to the retention of the Flying Pig public house. Both the Conservation Officer and Historic England acknowledge the considerably reduced degree of harm to the character and appearance of the Conservation Area compared to the extant planning permission.

12.0 THE PLANNING BALANCE

- 12.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004). The NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay.
- 12.2 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. The benefits and dis-benefits of the proposed development have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.
- 12.3 The submitted environmental information has been examined and the reasoned conclusion is that the development will have impacts on the environment. No significant adverse impacts are predicted within the construction phase. Impacts from matters such as noise, dust, vibration, lighting, construction traffic will be temporary and can be mitigated through conditions with appropriate monitoring. During the operational phase, the only significant adverse impact identified is to certain viewpoints on the eastern side of the Botanic Garden. This is based on the worst-case scenario of winter. Townscape and heritage impacts from the increased scale of the proposed buildings are outweighed by the public benefits including removal of low quality existing buildings, improved public realm, biodiversity improvements and jobs growth. Appropriate mitigation can be achieved by condition in relation to matters such as wind.
- 12.4 The three dimensions of sustainable development as defined in the NPPF are addressed in the paragraphs below

Economic Role

- 12.5 The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. The proposed development demonstrates beneficial impacts to both the Cambridge and wider Cambridgeshire economies both in terms of jobs growth and economic activity (GVA), during the construction and operational phases.
- 12.6 It is estimated that the development will deliver the following economic benefits:
- Create 100 permanent construction jobs per annum for 5 years in Cambridge and 300 in Cambridgeshire.
 - Create 2,600 net additional office jobs in Cambridge and 4,700 net additional office jobs in Cambridgeshire.
 - Contribute over £100 million net additional Gross Value Added (GVA) to the local economy in the operational phase.
 - Increase in business rates of £3.9million per annum
 - Increase in cumulative additional income to local Government to 2040 of £44 million
- 12.7 A significant cumulative beneficial effect is identified within the ES to operational jobs in Cambridgeshire. Officers consider that the temporary and permanent beneficial economic impacts to be very high and therefore carry significant weight. The proposal would strengthen the existing and emerging high tech cluster in this part of Cambridge.

Social Role

- 12.8 In terms of the social role, the proposal retains an important local community facility, the Flying Pig public house. Whilst the pub will be altered, the retention of a standalone building allows its presence to be retained as part of the townscape and thereby remain readily identifiable within the community. It's on-going viability as a public house is strengthened and the proposal is a significant improvement over the consented scheme. The proposed office buildings will have a striking impact upon the townscape due to their scale and massing however, it is considered to respond appropriately to local context in combination with an enhanced public realm and landscaping.

The proposed development will result in a well designed and safe built environment.

- 12.9 Officers consider that the social benefits arising from the development carry significant weight.

Environmental Role

- 12.10 In relation to the environmental role of sustainability, the proposal has a number of beneficial and negative impacts. Importantly, the proposal makes effective use of land responding to its location in an Opportunity Area and Area of Major Change in the Local Plan.

- 12.11 The proposed office buildings are designed to be energy efficient employing a fossil fuel free approach, utilising a combination of passive design and renewable energy sources, as well as conserving the use of water through a sustainable drainage strategy. This approach underpins the objective of achieving BREEAM outstanding certification which will be secured by condition and demonstrates how the proposed development will adapt to climate change.

- 12.12 The proposed development will contribute to improvements in habitat quality and a net gain in biodiversity (570%) through provision of bird and bat boxes as well as species of plants aimed to attract local fauna.

- 12.13 The development also responds positively to climate change by providing 58 EV charging points, with an ultimate commitment to restrict vehicle access to electric vehicles only, through a s106 agreement. Furthermore, person trips to and from the application site are forecast to be dominated by sustainable transport, particularly walking and cycling. This will be enhanced through improvements to the local highway network for pedestrian and cycle movements and provision of a Travel Plan secured through conditions and planning obligations. Officers consider, the environmental benefits generated by the development to be high and carry significant weight.

- 12.14 Whilst significant adverse visual impacts have been identified from some locations within the Botanic Gardens, these are limited to the eastern side of the gardens and based on a worst-case scenario (winter). These impacts will be reduced through seasonal changes due to the significant tree coverage and due

to the improved architectural quality of the buildings adjacent to the Gardens, this carries moderate weight. In terms of effects on the historic environment, less than substantial harm is identified to designated and non-designated heritage assets however, this is outweighed by the public benefits the proposal will bring forward as set out in paragraph 8.91 of this report.

Summary

12.15 The proposed development would bring significant public benefits that accord with and meet the necessary three strands of sustainable development set out in the NPPF. The extant planning permission (as has previously been said in this report) is also a material consideration which carries considerable weight as a developer's fallback position. The proposed development is a significant improvement compared to the extant planning permission through its comprehensive redevelopment of the application site, improved townscape value and retention of the Flying Pig public house in a manner which befits its identity within the community. Having taken into account the provisions of the development plan as a whole, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and associated planning practice guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, it is recommended the proposed development is granted planning permission subject to planning conditions and a S106 agreement.

13.0 RECOMMENDATION

GRANT PLANNING PERMISSION subject to:

- (i) The prior completion of an Agreement under s106 of the Town and Country Planning Act (1990) with delegated authority to officers to negotiate, secure and complete such an Agreement on the terms set out below and any others considered appropriate and necessary to make the development acceptable in planning terms;
 - Fixtures and fittings, apart from personal belongings of the existing tenant/s, shall be surveyed/recorded, protected and reinstated, to maintain the internal character of the Flying Pig Public House
 - The Flying Pig Public House is to be fitted out internally by the applicant to allow full commercial operation including residential occupation
 - Provision of a free to use electric bicycle (minimum 50 bicycles) scheme for tenants within the building
 - Car Parking Management Strategy to secure access by EVs only
 - Secure a financial contribution of £500,000 towards Station Road/Hills Road junction improvements
- (ii) delegated authority to officers to include as part of the decision notice and in accordance with the Town and Country Planning (EIA) Regulations 2017, Regulation 29 'information to accompany decisions' a reasoned conclusion of the significant effects of the development on the environment and to carry out appropriate notification under Regulation 30 accordingly; and
- (iii) with delegated authority to officers to include any minor drafting changes thereto, subject to the following conditions:
 - 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 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 With the exception of demolition, no development shall take place above ground level in respect of the construction of each building, until details of the materials for the external surfaces of the building under construction have been submitted to and approved in writing by the local planning authority. The details shall include brick façade system including precast concrete horizontal shading overhang and vertical shading fins, windows (including the level of reflectiveness), balustrades, brick, roof tiles, metal louvred screen and doors, metal louvred plant enclosure. Unless otherwise agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the approved details.

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

- 4 No brickwork above ground level shall be laid until a sample panel [1.5m x 1.5m] has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique for the relevant brickwork. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details 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 and 57).

- 5 No construction works shall commence above ground level until a large scale, bay-wide panel for the Hills Road façade of Building B to demonstrate and detail materials; set-backs/reveals; junctions. The panel shall be constructed on or off site and approved 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 57).

- 6 No construction works shall commence above ground level until a large scale, bay-wide panel for the Hills Road façade of Building C to demonstrate and detail materials; set-backs/reveals; junctions. The panel shall be constructed on or off site and approved 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 57).

- 7 Prior to the construction of the basement, details of a structural monitoring system to ensure the structural integrity of the Flying Pig shall be submitted to and approved by the Local Planning Authority and subsequently installed and maintained. Save to the extent permitted by the phasing plan approved pursuant to Condition 49, no demolition of elements of the Flying Pig shall take place until the proposed basement has been constructed and the parts of the Flying Pig to be retained have been structurally secured.

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

- 8 The roof-mounted plant/equipment shown on drawing no 18059-PA-00-P110-P03 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 means of fixing. The development shall be carried out in accordance with the approved details 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 and 57).

- 9 The roof-mounted plant/equipment shown on drawing no 18059-PA-00-P110-P03 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 in accordance with the approved details 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 and 57).

- 10 Notwithstanding the submitted plans, no development other than demolition shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

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)

- 11 Prior to the commencement of construction works above ground level, a detailed Public Art Strategy and Delivery Plan, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved detail, and retained as such.

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

- 12 No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works

have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure (incorporating where necessary and practicable, a method of dispersal for hedgehogs); car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant.

Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. The landscaping scheme shall also reference the required soft landscaping mitigation for wind including location, size and species of planting.

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).

- 13 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) P

- 14 No development above ground level, other than demolition, shall commence until full details of green roofs and roof gardens have been submitted to and approved in writing by the local planning authority and these works shall be carried out 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)

- 15 Prior to the commencement of development, a Traffic Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

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

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

- 17 Prior to first occupation of Building C a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used

to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

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

- 18 Demolition and/or construction vehicles with a gross weight in excess of 3.5 tonnes shall enter or leave the site only between the hours of 09.30hrs -15.30hrs, seven days a week.

Reason:

- 19 Prior to first occupation of any part of the development hereby approved, a scheme and programme of highway works as set out in drawing MMD-411987-C-DR-01-XX-1041 entitled Hills Road Highways Scheme General Arrangement shall be completed and fully operational, with the exception of the bellmouth access to the basement car park to the west of Building C. The realignment of this access shall be completed and be fully operational prior to the first occupation Building C.

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

- 20 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 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)

- 21 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 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)

- 22 No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:
- a) Demolition, construction and phasing programme.
 - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
 - c) Construction/Demolition works shall only be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation which shall be detailed.
 - d) Delivery times and collections/dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
 - e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
 - f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.

- g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.
- h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition in accordance with the Greater Cambridge Sustainable Design and Construction SPD (2020).
- i) Use of concrete crushers
- j) Prohibition of the burning of waste on site during demolition/construction.
- k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- m) Screening and hoarding details.
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Implementation of a Stakeholder Engagement / Residents Communication Plan, Complaints procedures, including complaints response procedures.
- r) Details of any proposed temporary structures, works, plant or machinery required in relation to construction of the building of more than 30m AOD in height to be submitted and agreed
- s) Impacts on biodiversity including vegetation clearance on nesting birds, demolition works on potential roosting bats and artificial night time lighting on crepuscular and nocturnal fauna
- s) Membership of the Considerate Contractors Scheme.

Development shall be carried out in accordance with the approved DCEMP

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

23 Material Management Plan:

Prior to importation or reuse of material associated with the necessary groundworks and soft landscaping for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

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

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

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.

- 24 Building B hereby approved shall not be occupied until a Completion Report demonstrating full compliance with the approved Material Management Plan, and any remediation works required by the Local Planning Authority as a result of the discovery of 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.

- 25 Building C hereby approved shall not be occupied until a Completion Report demonstrating full compliance with the approved Material Management Plan, and any remediation works required by the Local Planning Authority as a result of the discovery of 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.

- 26 If unexpected land contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified 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 scheme.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here: <https://www.gov.uk/government/publications/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).

- 27 With the exception of the public house, all service collections / dispatches from and deliveries to the approved development including refuse / recycling collections shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday, 08:00 to 13:00 on Saturday. Service collections / dispatches from and deliveries are not permitted at any time on Sundays or public holidays.

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

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

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

(ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the 'Institute of Lighting Professionals - Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded)'.

(iii) demonstrate that proposed lighting scheme adheres to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety/) where necessary. Your attention is drawn to the CAP 393: Air Navigation Order, Section 1, Part 28, Lights and Lighting, available at (www.caa.co.uk) which states that;

(1) A person must not exhibit in the United Kingdom any light which:

(a) by reason of its glare is liable to endanger aircraft taking off from or landing at an aerodrome; or

(b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes'.

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).

- 29 No development above ground level of any of the proposed Food and Beverage uses, including the Flying Pig Public House shall 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. Unless otherwise agreed with the

Local Planning Authority, the approved scheme shall be installed before the use is 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).

- 30 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 hereby permitted is commenced and shall thereafter be retained as such.

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

- 31 No development above ground level of Building B hereby permitted shall commence until details of the location of associated duct work, for the purpose of extraction, filtration and/or abatement of fumes and or odours shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed with the Local Planning Authority, the approved ductwork shall be installed before the use hereby permitted is commenced and retained as such.

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

- 32 No development above ground level of Building C hereby permitted shall commence until details of the location of associated duct work, for the purpose of extraction, filtration and/or abatement of fumes and or odours shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed with the Local Planning Authority, the approved ductwork shall be installed before the use hereby permitted is commenced and retained as such.

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

33 Prior to first occupation and the installation of any electrical services, an electric vehicle charge point scheme demonstrating the provision of allocated car parking spaces with dedicated electric vehicle charging, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Fifty-Two slow electric vehicle charge points with a minimum power rating output of 7kW
2. Six fast electric vehicle charge points with a minimum power rating of 24kW
3. Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of infrastructure to enable future cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required

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

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, 2019) paragraphs, 110, 170 and 181, Cambridge City Council's adopted Air Quality Action Plan (2018) (Cambridge Local Plan 2018 policy 82).

34 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 applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy

28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 35 Prior to the use or occupation of each building hereby approved, or within 12 months of 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 applicable to the proposed development.

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

- 36 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 as a minimum;

- 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;
- Type and location of bat and bird boxes; and
- Detail on the artificial lighting scheme for Building B and Building C based on the Bat Conservation Trust guidance on artificial lighting (BCT, 2018).

The approved LEMP shall be implemented in accordance with the approved details

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

- 37 Prior to commencement of the development and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are

brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

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

- 38 Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and LPA Tree Officer to discuss details of the approved AMS.

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

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

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity,

including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

- 40 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 the photovoltaic panels shall take place in accordance with details agreed.

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.

- 41 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 the photovoltaic panels shall take place in accordance with details agreed.

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.

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

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/)
- Lidded bins should be provided throughout the site
- Physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- A good housekeeping plan should be in place in order to ensure spilt or dropped food is cleaned up promptly
- Signs deterring people from feeding the birds

The Bird Hazard Management Plan shall be implemented as approved, upon first occupation and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport (CIA) Airside Operations staff. In some instances it may be necessary to contact CIA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs

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.

- 43 Obstacle lights shall be placed on any crane above a maximum jib height of 10m AOD to be used in the development at 104-112 Hills Road The obstacle lighting scheme shall be implemented for the duration of the construction period. These 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.

- 44 Prior to first occupation a Car and Cycle Parking Management Plan shall be submitted to and approved in writing by, the Local Planning authority.

The Plan shall include, but not be limited to:

- Details of how the car and cycle parking spaces will be allocated
- Details of how access to the car and cycle parking area will be controlled, including after hours
- Details, including the location and appearance of proposed security measures such as gates/shutters across the cycle and vehicle entrance/exit

The development shall be carried out in accordance with the approved details prior to first occupation and retained thereafter.

Reason: To ensure the development does not have an unacceptable impact on highways safety (Cambridge Local Plan 2018, policies 36, 81 and 82).

- 45 Prior to the commencement of the development, a Phasing Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Plan should include, but not be limited to, the following:

1) Phasing of the demolition of existing buildings including elements of the Flying Pig Public House

2) Phasing of the construction of the basement, proposed office buildings and basement and extensions to the Flying Pig Public House

3) The phasing plan shall include timescales for both demolition and construction phases

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

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).

- 46 Prior to first occupation of Building B, all restoration works to the Flying Pig public house including the basement, pub garden and internal fit out shall be substantially completed.

Reason: To ensure the viability of the public house in accordance with policy 76 of the Cambridge Local Plan 2018.

- 47 No development shall commence until a programme of archaeological work in accordance with a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a. The statement of significance and research objectives;
- b. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c. The timetable for the field investigation as part of the development programme;
- d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

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

- 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)

- 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)

- 50 Prior to first occupation of each of Building B, details of the two-tier bicycle racks 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

- 51 Prior to first occupation of each of Building C, details of the two-tier bicycle racks 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

- 52 Prior to construction of the pub garden wall, 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.

- 53 The areas of internal floorspace identified as “F&B” and coloured purple at ground floor level within Building B and Building C on approved plan no. (00)_P100 Rev P03 shall be used for purposes falling with class A1, A2 or A3 only and for no other purpose.

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.

- 54 All servicing, delivery and collections for Building B and Building C shall be undertaken between the hours of 07:00 to 23:00 Monday to Saturday only, excluding Sundays, Bank and other public holidays.

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

- 55 The Flying Pig public house shall only be used for purposes 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.

Informatives

- 1 Connection to a public sewer

Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

2 Protection of existing assets

A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

3 Building near to a public sewer

No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

4 Sewer adoption

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

5 Sustainable Design and Construction SPD Informative

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

- 6: Requirements for Specific Lighting Schemes

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

6 Odour/fume informative

To satisfy the odour/fume filtration/extraction condition, details shall be provided in accordance with Appendix 2 and 3 of EMAQ's "Control of Odour and Noise from Commercial Kitchen Exhaust Systems (update to the 2004 report prepared by NETCEN for DEFRA) dated September 2018".

7 Food safety informative

As the premises / approved uses are intended to be run as or includes a food business, the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises / use will need to register with Cambridge City Council, as required by law. In order to avoid additional costs, it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation, before construction starts. Contact the Commercial Team of Environmental Health at Cambridge City Council on telephone number (01223) 457890 or email Commercial@cambridge.gov.uk for further information.

8 Licensing informative

A premises licence under the Licensing Act 2003 may be required or varied for this development in addition to any planning permission. A premises licence may be required to authorise:

The supply of alcohol

Regulated entertainment e.g.

-Music (Including bands, DJ's and juke boxes)

-Dancing

-The performing of plays

-Boxing or wrestling

-The showing of films

Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)

A separate licence may be required for activities involving gambling including poker and gaming machines.

The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457899 or email licensing@cambridge.gov.uk for further information.

9 Local Highway Consent

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