

Application Number	20/04826/FUL	Agenda Item	
Date Received	23rd November 2020	Officer	Lewis Tomlinson
Target Date	22nd February 2021		
Ward	Trumpington		
Site	Lockton House Clarendon Road		
Proposal	Demolition of Lockton House and 1&2 Brooklands Avenue and replacement with two new buildings comprising offices (Use Class E), flexible commercial space (Use Class E) to include a cafe, underground parking and utilities, erection of covered walkways, electricity substation, bin stores, access, cycle parking and associated hard and soft landscaping.		
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 proposal will enhance the Conservation Area. • The proposed development would not have a significant adverse impact on the residential amenity of adjoining neighbours. • The proposal would have an acceptable impact upon the trees within and surrounding the site and would significantly enhance the overall landscape for the site.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site consists of Lockton House and 1-2 Brooklands Avenue. Lockton House is a 1960s brown brick, tinted ribbon windows, 6 storey office block that is sited within the southern section of the site and is accessed off Clarendon Road. 1-2 Brooklands Avenue is an end of terrace Victorian office building and is accessed off Brooklands Avenue.
- 1.2 The site lies partly within the Brooklands Avenue Conservation Area. Grade II listed Royal Albert Homes sit opposite 1 & 2 Brooklands Avenue. Mature trees and landscape define the western boundary; a row of leylandii trees subject to a TPO are located along the southern boundary. The site lies within a Controlled Parking Zone and within Cambridge Airport Consultation Zone.

2.0 THE PROPOSAL

- 2.1 The application proposes the demolition of the existing Lockton House and 1 & 2 Brooklands Avenue, and the redevelopment of the site to provide two new buildings placed around a new central garden space, ranging from two to five storeys, to contain office and flexible commercial floorspace, a café, underground parking and utilities. The GIA floorspace of each block comprises a total of 916m² in Block A and a total of 8,000m² in Block B.
- 2.2 The applicant has gone through an extensive pre-application process. This has involved seven pre-application meetings, several workshops, two attendances at the City's Design and Conservation Panel and several technical topic-based workshops with officers and stakeholders focussing on design, drainage, landscaping and trees, sustainability and transport.

3.0 SITE HISTORY

- 3.1 None relevant

4.0 PUBLICITY

- 4.1 Advertisement: Yes
Adjoining Owners: Yes

Site Notice Displayed:

Yes

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3, 28, 29, 31, 32, 33, 34, 35, 36, 50, 51, 55, 56, 57, 59, 60, 61, 62, 70, 71, 80, 81, 82

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (2020) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)
Material	<u>City Wide Guidance</u>

<p>Considerations</p>	<p>Arboricultural Strategy (2004)</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
	<p><u>Area Guidelines</u></p> <p>Brooklands Avenue Conservation Area Appraisal (2013)</p>

6.0 CONSULTATIONS

Cambridges International Airport

- 6.1 No objection subject to conditions regarding: Bird Hazard Management Plan and Construction Management Strategy.

Cambridgeshire County Council (Highways Development Management)

- 6.2 No objection. While parking is not strictly within the remit of the Highway Authority the use of significant numbers of raised cycle parking units may discourage some individuals from using this mode, providing only 20 Sheffield Stands (i.e. 40 spaces) out of a total of 300 spaces seems an under provision. Figure 4.1 of the Transport Assessment states that it is anticipated that the vast majority of pedestrians and cyclists will access via Clarendon Road. If many of the employees use either the rail station or the guided bus to access the City Centre, this seems unlikely as the easier and more direct route will be via the new access off Brooklands Avenue. Recommends conditions regarding: Traffic Management Plan, 3.5 tonne movement restriction, Brooklands Avenue existing vehicular entrance works, Brooklands Avenue car parking space, falls and levels, and an informative regarding works within the highway.

Cambridgeshire County Council (Transport Assessment Team)

Initial comments

- 6.3 Insufficient detail presented to make a sound assessment. Further details relating to cycle parking, accident data, trip generation/distribution, framework travel plan and mitigation required.

2nd comments

- 6.4 Further mitigation details required

3rd and 4th comments

- 6.5 No objection. Sufficient detail has been presented to make a sound assessment subject to a mitigation package requiring a travel plan condition and a contribution of £135,869 towards the Chisholm Trail.

Conservation Team

- 6.6 Supports

The redevelopment of this transitional site is not an easy task given the constraints and sensitivities of the surrounding area. Lockton House is identified as making a negative contribution to the setting of the conservation area and so any replacement has to provide a level of enhancement which would outweigh any potential harm that might result in changes to the current arrangement.

This proposal has increased the footprint of the building and introduced more buildings to the site. However there has been considerable thought given to how this increase in mass should respond to the character of the conservation area and the residential context of its neighbours. The use of stepped massing and imaginative articulation has introduced a variety of form which has the potential to create a positive new addition to the site. The buildings and spaces respond well overall to the transitional nature of the site and give a domestically scaled presence to the conservation area boundaries of the site. The increased permeability of the site and introduction of active entrances will be an improvement on the current parking barriers and sea of hardstanding and cars. The use of a good gault brick and quality materials will ensure that these buildings sit well in the materiality of the area.

Taking the above into account, I consider that the proposal will preserve or enhance the character or appearance of the conservation area. The proposals will comply with Local Plan policy 61. With reference to the NPPF and the effect on the significance of the heritage asset, paragraph 192 would apply. Recommends the following conditions: window details, sample panel of facing materials, roof details and dormer details.

Environmental Health

- 6.7 No objection subject to conditions regarding contamination (x6), construction hours, collection during construction, construction, demolition noise, vibration and piling, dust condition, plant/machinery/equipment, electric vehicle charging points, artificial lighting, hot food preparation (smoke/odour control) and associated informatives.

Environment Agency

- 6.8 No objection. The proposed development site is underlain by Principal and Secondary A aquifers. It is not located within a groundwater source protection zone designated for the protection of public water supply. Hobson's Brook is located approximately 500 metres west of the site. It is understood that the site has had previous residential and commercial uses, but may also have been used as railway land, and for other unidentified purposes. The site is environmentally sensitive and may present pollutant linkages to controlled waters receptors. Makes a number of recommendations in relation to contamination, surface and foul water drainage issues.

Landscape Team

- 6.9 Supports.

In general the landscape strategy is acceptable with minor details to be considered under condition. The landscape will be a functional and attractive counterpoint to the architecture and provide a number of amenity opportunities and biodiversity areas to the users of the building. It will also provide an attractive setting for the building and is supported.

The existing site is mostly a car park in areas where the majority of landscape is to go, therefore warrants the recommendation of a Groundworks condition which is applied to ensure adequate decompaction works are applied to the site and a suitable soil profile is provided for landscape areas. Landscape supports the application though the TVIA must be amended prior to decision. The amendment is considered to not constitute any change in the assessment but simply provide additional necessary information about the visualisations. Recommends the following conditions: landscaping scheme, landscape maintenance and management plan, tree pits and groundworks.

Lead Local Flood Authority (LLFA)

Initial response

- 6.10 Supportive of proposed surface water drainage strategy in principle but unable to support grant of permission until impact of basement on groundwater assessed.

2nd response

- 6.11 Following submission of further details, objection removed subject to conditions requiring surface water drainage and maintenance details.

Nature Conservation Projects (Ecology) Officer

- 6.12 Supports. Content with survey effort and support recommendations for ecological enhancements outlined in the Preliminary Ecological Appraisal, some of which have been detailed with the landscape section of the Design and Access Statement. The existing site has a relatively low ecological value and the proposals have the potential to secure additional habitat, nesting and roosting features, representing a site wide net gain in biodiversity. Recommends conditions regarding: site wide ecological design strategy.

Sustainability Officer

- 6.13 Supports.

The proposed scheme is supported in sustainable construction terms. Recommends conditions regarding: BREEAM Design Stage Certification and BREEAM Post Construction Certification

Tree Officer

- 6.14 Supports. The proposal requires the loss of trees along the south boundary, G5, T1 and H1, a few secluded trees to the east, G4, T8 and T9 and a single tree in the existing car park, T7. Of these the most significant are the trees along the south boundary. There is no formal objection to the proposed removal of these trees because of the poor condition of most of the trees, previous unsympathetic pruning, their co-dependence resulting from close spacing and proposals to include significant replacement planting as part of the landscaping. The grading of the trees as C1, in accordance with BS5837 2012, by the project arboriculturalist is accepted, therefore, and notwithstanding the screen they provide, the trees are not

considered to be a sufficient amenity for their removal to contradict policy 71. While it was originally proposed to replace G5 in the same location, it was accepted that the relationship between Lockton House and the neighbouring 2, 4 and 6 Clarendon Road should be a priority and the resulting layout alteration allowed insufficient space for trees of stature along the full length of the southern boundary. Large replacement trees are proposed on the south west corner with additional planting proposed in the gardens to the north of Block B to safeguard the long-term verdant character of Clarendon Road and help mitigate the loss of canopy cover. The loss of trees G4, T8 and T9 will have no material impact on the character of the conservation area and the loss of T7 will be mitigated as part of the landscape proposals. Recommends the following conditions: Arboricultural Method Statement, Tree Protection plan, pre site clearance site meeting, implementation of the tree protection methodology and 5 year protection.

Urban Design Team

6.15 Supports.

The application has taken a design led approach to the redevelopment of the site, which overall has the potential to create a high quality and contemporary scheme that complements the area. Whilst the proposal would represent change of a different type, from an urban design perspective it would not detract from the townscape experience. Subject to further clarification on the TVIA and conditions regarding materials and sample panel, the proposed scheme is supported in Urban Design terms.

Drainage Officer

6.16 Supports subject to a number of conditions regarding groundwater, surface water drainage, foul drainage and maintenance.

6.17 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 The owners/occupiers of the following addresses have made representations objecting to the proposal:

- Flat 1, 54 Bateman Street
- 3 Brooklands Avenue (Relate Cambridge)
- Ground Floor Flat, 4 Brooklands Avenue
- 6 Brooklands Avenue
- 7 Brooklands Avenue (Cambridge Skin and Laser)
- 20 Brooklands Avenue
- 21 Brooklands Avenue (Ravensworth)
- 22 Brooklands Avenue
- 22A Brooklands Avenue (Elmhurst)
- 23 Brooklands Avenue (Trustees of the Ancient India and Iran Trust)
- 3 Clarendon Road
- 5 Clarendon Road (support withdrawn and replaced with an objection)
- 6 Clarendon Road
- 7 Clarendon Road
- 9 Clarendon Road
- 11 Clarendon Road
- 15 – 17 Clarendon Road
- 19 Clarendon Road
- 21 Clarendon Road
- 170 Cherry Hinton Road
- 50 Devonshire Road
- 13 Fendon Close
- 3 Fitzwilliam Road
- 5 Fitzwilliam Road
- 7 Fitzwilliam Road
- 6 Flamsteed Road
- 66 Great Eastern Street
- 85 Great Northern Road
- 11 Guest Road
- 5 Hampden Gardens
- 77 Hartington Grove
- Royal Albert Office, 28 Royal Albert Homes, Hills Road
- 57 Mill Road
- 21 Panton Street
- 72 Panton Street

- 28 Richmond Road
- 54 Rock Road
- 96 Rustat Road
- 3 Shaftesbury Road
- 2 Shaftesbury Road
- 4 Shaftesbury Road (German Lutheran Church)
- 28 Tenison Road
- 34 Topcliffe Way
- City House (Unex)
- 23 Victoria Street
- Accordia Community and Residents Association (ACRA)
- Brooklands Avenue and Area Residents' Association (BAARA18 Back Road, Linton27 Highwood Avenue, Cheltenham
- 14 Bencombe Road, Marlow
- 91 Castle Road, Mumbles, Swansea
- 14 Poets Way, Winchester

7.2 The representations can be summarised as follows:

- Failure to justify the reasoning for the project
- Waste of resources involved in the demolition of the existing building and the creation of the proposed building
- Serious disruption upon the neighbourhood during the demolition and construction stages especially given that many people are working from home due to covid
- Concerns over the amount of excavation
- Concerns over what measures the developer will do to protect the health of residents during construction
- The benefits could be achieved without the demolition of the existing building such as reducing the car parking and creating a landscaped courtyard etc
- Overdevelopment – 2 times the footprint of the existing building
- The scale and massing of the building is unacceptable
- Poor quality design
- Overlooking of the front windows of 15-17 Clarendon Road due to the proximity of the building, high number of windows on the southern elevation and the removal of the Leylandii trees

- The removal of the 42 mature Leylandii trees and the loss of other trees is contrary to policy 71
- Block B would overlook the office building Clarendon House and the residents in Kaleidoscope
- 3 Brooklands Avenue will be overshadowed
- 6 Brooklands Avenue has experienced basement flooding twice in the last 20 years and 7 Brooklands Avenue has experienced basement flooding on one occasion since 2005. Concerns the proposal could result in future flooding
- 6 Brooklands Avenue is residential use not office use. Various documents mislabel the use of 6 Brooklands Avenue
- The three roof terraces on the second, third and fourth floors of Block B would cause unacceptable overlooking into houses and gardens on Clarendon Road
- Out of keeping/negative effect on visual amenity of the conservation area and Grade 2 Listed Royal Albert Homes
- Saw-tooth gables are out of context
- The replacement building for 1-2 Brooklands Avenue is out of keeping with the adjacent 5 Victorian terraced properties
- The increased massing would be visible from Grade 2 Listed Royal Albert Homes
- Does not preserve or enhance the conservation area
- Potential hazardous materials on site
- Due to the height and length of Block A, it would result in overpowering effect on 3 Brooklands Avenue and all properties within the conservation area.
- Open views into the rear areas of 3–7 Brooklands Avenue properties
- Brooklands Avenue offices could be returned to dwellings
- Amount of information submitted is overwhelming
- Inadequate parking provided
- Only 1 disabled parking space provided
- Loss of car parking bays on Clarendon Road
- The scheme will generate additional traffic
- There have been many accidents on the Brooklands Avenue/Hills Road junction and the service delivery bay is located on this busy junction. The proposed access for deliveries is potentially unsafe for road users and pedestrians.

- A café will generate noise and odour disturbance. The Planning Statement explains the location/use of this is intended to be flexible but this should be clarified on the floor plans.
- Underground car parking will alter the water table leading to more flooding of nearby residents' basements
- Light pollution from both internal and external lights
- The area in front of 1&2 Brooklands Avenue, close to the busy Hills Road/Brooklands Avenue junction is unsuitable for a drop-off parking bay. This is due to many pedestrians and cyclists using Brooklands Avenue (as well as another 500 people who would enter the development this way) and is very close to the entrance and exit of City House.
- There have been a lot of office developments around CB1 recently so there is no need for this proposed office space
- No reasonable justification for the demolition of the existing buildings
- Environmentally unfriendly over-development of a central site that could be better used
- Discomfort with the developers' method of consultation
- The Trustees of the Cambridge Royal Albert Homes were not consulted
- Impact upon City House in terms of overbearing and overlooking
- Errors and key missing viewpoints in the Visual Impact Assessment
- Discrepancy between heights shown in Daylight/Sunlight Assessment and drawings. Clarity required.

7.3 The owners/occupiers of the following addresses have made representations neither objecting nor supporting the proposal:

- 4 Clarendon Road

7.4 The representations can be summarised as follows:

- Effective screening needs to be provided for 2, 4 and 6 Clarendon Road

7.5 An objection has been received from Cambridge Past, Present and Future on the following grounds:

- The application should be considered by the planning committee
- It is not the most sustainable development as the future of offices are unclear due to Covid-19
- The office block could be converted to residential units
- The application at 104-112 Hills Road (The Flying Pig site) is still undecided

7.6 An objection has been received from the local County Councillor Dr Linda Jones on the following grounds:

- Errors and omissions within the submission of the application.
- The increase of deliveries and taxi drop offs on Clarendon Road have the potential for congestion and conflict
- Café will create more delivery pressures
- The development will generate more traffic which will impose on the local roads in an unacceptable way

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Impact on heritage assets
4. Landscape
5. Trees
6. Residential amenity
7. Refuse arrangements
8. Highway Safety, Traffic and parking
9. Integrated water management and flood risk
10. Biodiversity
11. Renewables and water use
12. Third party representations

Principle of Development

Employment

- 8.2 Policy 41 of the Local Plan aims to protect land in employment uses to ensure a sufficient supply remains to meet demand. It also facilitates redevelopment of existing employment sites where there is a need to modernise buildings that are out of date. Paragraph 80 of the NPPF requires planning decisions to support economic growth, local business needs and wider opportunities for development. Paragraphs 117 and 118 of the NPPF require planning policies and decisions to promote effective use of land in meeting the need for homes and other uses and support the development of under-utilised land and buildings.
- 8.3 The existing buildings on the site are currently both in office use. The existing Lockton House was constructed in the 1960s and now lacks suitable floor-to-ceiling heights to meet modern office requirements. The building does not have high quality integrated cycle parking nor does it have good changing facilities. The general layout of the building presents barriers for a flexible working space. The offices at 1&2 Brooklands Avenue were originally built as Victorian residential terraces and later converted to office use. Therefore these properties have limitations due to this conversion.
- 8.4 The applicant has submitted an 'Analysis of Cambridge CBD' to support the application. This concludes that the availability of Grade A space within CB1 is effectively zero. Despite the current COVID-19 situation, demand for office space – in particular high quality Grade A space – remains high in Cambridge.

Greater Cambridge Local Plan – Employment evidence base

- 8.5 The evidence base for the emerging Greater Cambridge Local Plan includes the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020). It is acknowledged that the data provided within the report also relates to a pre-covid market however, it confirms that the Prime Central sub-market 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.

- 8.6 The report also touches on homeworking and notes that Labour Force Survey data from 2018 confirms that 5% of workers mainly work from home however, those working at home some point in the week prior is 12%. 2019 data on homeworking by sector indicates that up to 15% of the ICT sector mainly work at home while other office-based sectors achieve 12-13%. However, when looking at “worked at home in the week prior” data, between 18-33% or largely office-based sectors do so. This suggests that occasional working at home is highly prevalent. Overall, whilst home working and flexible working are prevalent particularly in office-based sectors, there is no evidence to indicate that office densities are decreasing.
- 8.7 The pandemic has had a direct impact upon the number of people mainly working from home however, it is currently too early to tell what the impact on the demand for office space will be in the medium to longer term and the extent of flexible working that is likely to take place post-pandemic. Nevertheless, the evidence 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

- 8.8 Overall, the proposal is expected to support approximately 500 office jobs, along with construction jobs during its build process. These economic benefits will be significant and should be given weight in the planning decision when considering paragraph 80 of the NPPF and the need to support economic growth, local business needs and wider opportunities for development. The redevelopment of the site will make effective use of the land and will provide needed Grade A space. For these reasons, the proposal is considered to be in accordance with policy 41 of the Local Plan and paragraphs 117 and 118 of the NPPF. The principle of redeveloping the site is therefore acceptable subject to the material planning considerations discussed below.

Context of site, design, external spaces

- 8.9 Significant concerns have been raised by residents in regards to the scale, massing and general design of the development. As outlined above, the scheme has gone through an extensive pre-application process including going to the Design and Conservation Panel. The proposal has been assessed by the Urban Design Team, Conservation Team and Landscape Team.

Response to context and layout

- 8.10 The application is accompanied by a comprehensive Design and Access Statement that provides a clear explanation as to how the concept has evolved and sets out in detail the design rationale for the scheme. The site sits at a transition point, both in scale and character. To the west lies Clarendon Road an established residential tree lined street and part of the Brooklands Conservation Area. The finer grain residential fabric continues to the north of the site, with the listed Royal Albert Homes on the other side of Brooklands Avenue. The area to the east and south in contrast, comprises of taller, large footprint forms with a mixture of uses. Lockton House itself is a large, 1960s 5 1/2 storey office building with a strong box like horizontal emphasis. The building sits back from the street and is surrounded by surface level car parking on three sides. The Brooklands Conservation Area appraisal references the current building as a 'visual intrusion on the surrounding area'.
- 8.11 A design led approach has been taken to the arrangement of the two new buildings, which forms a new central garden courtyard that is visually and physically connected to Brooklands Avenue and Clarendon Road, opening up a new route through the site. The overall layout creates a more coherent structure to the site, that better defines and addresses adjacent streets and spaces. The gap between Block A and B not only performs an important role in moderating the overall mass but will also allow the scheme to create a potential future connection with the City House plot to the east.
- 8.12 The overall approach to scale and massing, breaks up the form of the two buildings into a series of separate volumes, allowing the proposal to respond to the differing character conditions of each edge and transition between the large office forms to the

east and the more domestic fine grain to the west. The massing strategy is based upon a sound understanding of the site's context with the character of Brooklands Avenue and Clarendon Road forming key drivers to the design of the proposal.

- 8.13 New buildings proposed on these two key frontages are house-like in scale and proportioning. Along Clarendon Road, the proposed 2 storey element of Block B replicates the form of the existing pitched roof terraces of 2-6 Clarendon Road and plays a key role in mediating the transition in scale to the larger 5 storey saw-toothed part of the building behind. The proposed new building line of Block B reflects the garage line of the neighbouring terrace No.6 and works around the existing mature trees along the frontage, creating an improved interface with the street and a 'front garden' setting to Block B, which is a feature of Clarendon Road. Along Brooklands Avenue, Block A provides a sensitive and contemporary reinterpretation of the terrace, respecting eaves and ridge lines. The proposed flexible space on the ground floor, which could host a range of uses, is highly transparent in appearance and has the potential to animate the Brooklands Avenue frontage and celebrate the new entrance into the site.
- 8.14 Along the eastern boundary, Block A is tight to the boundary in a more urban way, and whilst this is the schemes longer flank, the proposal provides a positive facade here that is varied in height and is treated very much as a front condition. The largest forms on the site are located within the south eastern area, creating a massing gradient that steps up to the east. Whilst Block B, proposes a larger footprint than Lockton House, the mass of the building has been manipulated to respond to views from the surrounding context and create a variety of heights and forms at 2, 3, 4, and 5 storeys. Overall, there is a strong inclined roof language to the scheme which although contemporary in form, picks up on the finer grain character of adjacent buildings. The sawtooth is the most striking and articulated of the roof silhouettes proposed, and whilst the asymmetric pitch may not feature in the immediate townscape, it helps to maximise the area available for PV panels and creates vertically proportioned rhythms that relate to the sites finer grain context. The use of contextual materials further helps the site to knit back into its surroundings. Overall, Officers consider that an accomplished design led approach has been taken to the proposal, which has the potential to respond well to its context.

Movement and access

- 8.15 The scheme proposes a new pedestrian entrance from Brooklands Avenue that picks up on footfall movement from the Railway Station and CB1 and facilitates a new pedestrian route through the site. The colonnade entrance appears welcoming, with deep views beyond and an active ground floor creating a sense of intrigue and legitimacy to wander in to enjoy the new central garden courtyard. The proposal has the potential to greatly improve the legibility and usability of the spaces on the site, with the quality of edges and interfaces positively enhanced with the removal of the large areas of surface car parking and the proposed high quality buildings and landscape. Car parking on the site has been reduced from 95 spaces to 11, which are accommodated within the basement area of Block B. The entrance to the basement car park is from Clarendon Road and is well integrated into the facade of the 2-storey element of Block B, with a domestic garage like expression, ensuring the entrance does not dominate the ground floor elevation.
- 8.16 The scheme acknowledges the vital role that active travel modes can play in minimising vehicle movements, with excellent end of trip facilities integrated in the basement of Block B. Separate cycle access is provided into the basement with the primary entrance being via a stepped cycle ramp located off the new access from Clarendon Road or via a lift dimensioned to accommodate oversized bikes. A total of 330 cycle spaces are proposed of which 21% are in the form of Sheffield stands. This breakdown of Sheffield stands complies with Appendix L of the Cambridge Local Plan 2018. Wider spaced, lower height stands are proposed at surface level to provide cycle parking for off gauge bikes. 'Short stay' visitor cycle parking is logically integrated at the main entrance off Brooklands Avenue.

Scale and massing

- 8.17 The overall scale and massing were key points of discussion through the pre-application stage for urban design and conservation officers. Viewpoints were agreed in the pre-application discussions and used to inform the design development of the proposal and subsequent assessment. Whilst the scheme proposes two new office buildings (Blocks A and Block B) placed around a central garden courtyard, the

scale and massing is expressed through a variety of heights and forms to allow each part of the scheme to respond to the sites varied contexts. Block A replaces 1-2 Brooklands Avenue with a linear 2 storey and 3 storey building along the eastern boundary with City House, comprising of a mixture of pitched and gable roof forms. The northern part of the building towards Brooklands Avenue is limited to 2 storeys in height with only the southern part of the building stepping up to 3 storeys. Block B proposes to replace the current Lockton House with a larger footprint building that comprises of variety of building heights at 2, 3, 4 and 5 storeys. The tallest element of the proposal is formed by four saw-toothed gables, that are 18.6m to the valley between the gables and 21.2m to the top of the gable ridge. The existing Lockton House is of a similar height measuring approximately 21m to the top of the setback 6th storey.

- 8.18 The application is accompanied a Townscape and Visual Impact Appraisal (TVIA) to assess the visual impact of the proposed development from relevant Policy 60 Strategic viewpoints, key approaches to the site and more localised views from surrounding streets. The TVIA provides 12 viewpoints of the massing and indicates that the scheme will be at its most visible as you get close to the site, with the proposal in the more distant relevant Policy 60 viewpoints largely screened by intervening built form and vegetation.
- 8.19 The overall approach to scale and massing is supported in urban design terms. A design led approach has been taken to inform proposed heights and massing of the new buildings, which have been carefully considered to respond to key views from the surrounding context. Whilst on plan, the scheme creates two buildings, the massing has been cleverly manipulated to create a variety of different forms and volumes to help mediate the change in townscape character from west to east, and to respond to the sites immediate edges and interfaces. The varied roofscape creates interesting compositions and vertical rhythms that relate to the finer grain context. The saw-toothed pitched roofs create a striking and visually pleasing silhouette, as well as offering a 'nod' to the site's industrial heritage. Proposed sections demonstrate any rooftop plant is well integrated within the roofscape.
- 8.20 View 1 – shows the proposed scheme on Brooklands Avenue near the junction of Hills Road. While, the proposal sits closer to

the southern boundary of the site in comparison which extends the apparent length of the built form along the eastern elevation in comparison to the existing buildings, the mature trees in the foreground along Brooklands Avenue still remain a prominent feature in this view. The stepped massing and gabled roofscape breaks down the length of the proposal into a series of distinct forms, which in combination with the fenestration proportions, creates a pleasing vertical rhythm that reflects the close grain plot character of Brooklands Avenue. From an urban design perspective, the proposal from this view is considered to provide a more interesting built form and skyline than the current horizontal profiles and blank elevations.

- 8.21 View 2 – shows the proposed Block A that replaces 1-2 Brooklands Avenue and the pedestrian entrance into the scheme from the north. Here, proposed Block A humbly respects the eaves and ridge lines of the adjoining building creating an overall sympathetic silhouette that allows for the contemporary detailing to successfully contrast with the terrace that this part of the proposal completes. There is clear and well-proportioned hierarchy to the building. The simple pre-cast concrete lintel not only helps to express the base of the building but subtly ties into the height of the entrance door of the adjoining terrace. The transparent ground floor flexible space, proposed landscape and improved boundary conditions, will provide a positive interface with the street and in our view represents a marked improvement over the current hard and sterile parking area that currently blights the frontage.
- 8.22 View 3 – is from Brooklands Avenue, looking south down Clarendon Road and shows the proposed varied scale and massing forms of Block B. Whilst the tallest 5 storey element is clearly visible, the view also demonstrates that the proposed overall scale envelope appears comparable to the existing scale of Lockton House. The key massing difference however, is that the taller element of the proposal is set further back from Clarendon Road and introduces a more articulated saw-toothed roofscape, which moderates the overall massing and provides a more interesting built form than the existing horizontal box-like profile of Lockton House. In our view, the presence of the tallest part of the proposal, which is similar in height to the existing Lockton House would not be any more harmful to the townscape experience of the more domestic scaled setting, and on balance has the potential to improve the view. The proposed

ground floor set back, which aligns the new 2 storey house like form of Block B with the adjacent garages of no.6, not only creates a 'front garden' condition characteristic of the area, but also works around the existing trees along the Clarendon Road frontage, allowing these key features to be retained.

- 8.23 View 4 – is a continuation of view 3 moving further south along Clarendon Road. In this view, the additional mass of the proposal, over the existing Lockton House scheme reveals itself in the townscape behind No's 2, 4 and 6 Clarendon Road. However, the design approach has been carefully considered, whereby the staggered western face (which sits behind the new two storey house-like form that fronts Clarendon Road) breaks down the overall massing into two clearly identifiable volumes, creating a group of 3 asymmetrical saw-toothed pitched roofs, and a setback 4th gable that is slender and vertically proportioned. Balanced window proportions set deep into the masonry character of the scheme, adds to the overall vertical rhythm that relates to the finer grain of this area. Whilst clearly visible, the proposal is not considered to detract from the best qualities of the townscape and has the potential to create an interesting and layered massing composition behind the existing terraces.
- 8.24 View 5 – shows the stepped scale of the gable forms of Block A, which in our view appear domestic in scale and appearance. In this view, the proposal is not considered to be harmful to the townscape character.
- 8.25 View 6 – shows a close-range view of the entrance to Lockton House. This view shows the sensitive response of the proposed 'house-like' 2 storey massing, which will form a positive contextual relationship with the with adjacent existing terraces. The set back and alignment with the garages of No.6 creates an eaves and ridge line that in this view, appears in keeping with the adjacent terraces. The pitched gabled roofs of Block A form a domestic house-like backdrop to the frontage, reinforcing the wider finer grain character to the west and north of the site. The colonnade visually adds depth to the scheme and helps to draw attention the new central landscaped space within, which is visually and physically connected with Clarendon Road. The entrance to the new route is clearly legible at this point and appears open and welcoming. In comparison with the current situation which provides views into the large car park, we

consider that the proposal will create a positive improvement to the streetscape.

- 8.26 View 7 & 8 - The removal of the Leylandii means that the proposal will be more visible in this view than the existing Lockton House building, which is currently largely screened by Leylandii. However, given that the tallest sawtooth element is set back from the frontage behind the 2 storey pitched roof frontage form (and further away from Clarendon Road than the current Lockton House), it means that the southern eaves line of proposal appears as a continuation of the existing skyline formed by Clarendon House in the foreground of view 7, which itself extends some 50m along the eastern side of the Clarendon Road frontage. The current building and Clarendon House both have horizontal expressions, however the proposal in comparison, introduces a more vertical rhythm to the street that is reflective of the finer grain character to the west. View 8, is positioned further south along Clarendon Road and demonstrates that although there will be a loss of greening along the southern boundary of the site, the proposal still allows the leafy tree lined green character of the street be retained.
- 8.27 View 9 – is located from within Cambridge Botanic Gardens and demonstrates that the proposal will be screened by intervening built form and vegetation.
- 8.28 Views 10 & 11 – have been provided to assess the impact of the scale and massing from the Local Plan Policy 60 viewpoints. From these locations, the views show that the proposal will not be visible.

Elevations and materials

- 8.29 The overall approach to the design of the elevations is supported in urban design terms along with the chosen palette of materials. Brickwork and pre-cast concrete lintels combine to create a familiar and contextual base palette of materials. Dark standing seam metal roofs provide clean lines that complement the contemporary appearance. Facades are elegant and well-ordered reinforcing vertical rhythms. Generous window reveals, including chamfered sills, create shadow lines and depth. Vertical stacked bond brickwork adds interest and ties buildings together. Perforated metal panels on the ground floor eastern elevation of Block A, provide long term flexibility for this façade

to adapt and react to a different streetscape condition, should the City House site evolve in the future. The colonnade works well to express the base of the building and visually unifies the buildings helping to frame the central garden courtyard. Window 'eye lids' that feature over the south facing windows to provide solar shading, add further interest. Benches architecturally integrated into the ground floor facade provide interaction points; roof terraces further enliven upper floors.

- 8.30 The proposed materials and detailing are clearly identified on the planning elevations and within the DAS, all of which are supported in urban design terms. The character of both the buff bricks proposed will be crucial to the final quality of the building; we consider that lively and tonally varied buff bricks would work well.

Conclusion

- 8.31 The application has taken a design led approach to the redevelopment of the site, which overall has the potential to create a high quality and contemporary scheme that complements the area. Whilst the proposal would represent change of a different type, from an urban design perspective it would not detract from the townscape experience. The Urban Design Team support the application subject to conditions regarding materials and sample panel. For the reasons set out above, the proposal complies with Cambridge Local Plan 2018 policies 55, 56, 59, 57 and 60.

Impact on heritage assets

Impact on heritage assets

- 8.32 Lockton House itself is just outside the Brooklands Avenue conservation area with the boundary drawn tightly around No's 1 – 7 Brooklands Avenue and including No's 2 & 4 Clarendon Road. The boundary continues down Clarendon Road including the trees to the back of pavement in front of Lockton House and Clarendon House. Opposite No's 1 & 2 Brooklands are Grade II listed Royal Albert Homes.
- 8.33 The application is accompanied by a Heritage Statement which provides an overview of the significance of nearby heritage assets and the relative impact of the scheme upon them. 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.

8.34 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'

8.35 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, 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.

8.36 The respective national policy guidance is set out in paragraphs 193-196 of the NPPF. 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). Para. 194 makes it clear that any harm to, or loss of significance of a heritage asset should require clear and convincing justification. Para. 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. 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.

8.37 In respect of non-designated heritage assets para. 197 of the NPPF states that the effect that a proposal will have on such an asset should be taken into account in determining the application, and in considering such applications a balanced judgment is required having regards to the scale of any harm or loss and the significance of the heritage asset.

8.38 The Brooklands conservation area appraisal describes Clarendon Road in some detail - "The dominant initial impression of the road is a spacious street lined with trees on both sides. These include a line of maturing *Leylandii* between Lockton House and Clarendon House. Whilst the buildings on the west side are mainly historical buildings of some merit, more recent development on the edge of the conservation area has a somewhat negative impact on the views along the road. Of note are Lockton House and Clarendon House, both are large office buildings on the east side of Clarendon Road. Lockton House was built in 1965-6 although renovations in the 1990s have changed its character including the addition of a sixth penthouse storey which although set back has substantially increased the visual intrusion of the building on the surrounding area. Car parking around the building is also visually dominant."

8.39 The appraisal also describes the area of Brooklands Avenue – "At the eastern end just beyond the conservation area lies City House. Adjoining those offices but within the conservation area is a terrace of seven neo-gothic terraced houses dating from 1875 now used as offices. The detailing on this terrace echoes that of the Grade II listed Royal Albert Homes opposite. No's 1 & 2 have been combined and the buildings heavily restored. All the front gardens have been covered in hard surfacing to facilitate car parking. This is a fine group of buildings and it is

particularly important that the surviving historical detail and materials are preserved.”

8.40 As described in the conservation area appraisal Lockton House is a six storey red brick office block with ribbon windows. It sits back from the pavement line with a line of trees screening the elevations to the Clarendon Road and to the rear of the building.

1 & 2 Brooklands Avenue

8.41 The proposal includes the demolition of No's 1 & 2 Brooklands Avenue. These are two substantially altered terraced houses which are quite different in character to the rest of the terrace as described in the conservation area appraisal. The rear of these properties has been so altered that it is hard to see the original form of the houses with a flat roofed profile which is an unsightly addition. However, from the front they still are of a scale and form which is appropriate to the area and are directly opposite the listed Royal Albert Homes and so form part of the setting of the listed buildings. Given their alterations and lack of detailing compared with the rest of the terrace their demolition and replacement might be acceptable.

8.42 The proposal is for a gault brick modern interpretation of an end of terrace. The eaves and ridge line matches that of the existing terrace with a large window to the first floor to mirror the bay windows on the remainder of the terrace and a corner dormer window. The ground floor would feature a large glazed window and the entrance to the site would be under the building creating a porter's lodge feel to the building and affording glimpses of the colonnade and courtyard beyond.

8.43 The proposed replacement building would provide a modern counterpoint to the highly decorative style of the remainder of the terrace. The simplicity of the design does not try to copy the existing terrace but would not detract from it and has the potential to be a well detailed, simple addition to the conservation area. The form and scale is appropriate and the

choice of gault brick whilst of a lighter colour than the existing terrace sits within the context of the area.

- 8.44 Given the simplicity and crisp detailing this replacement building would not cause harm to the setting of the Grade II listed Royal Albert Homes opposite.

Lockton House

- 8.45 The existing building is proposed to be replaced by a larger building which has responded to the site by creating a variety of massing. The massing of Block B steps up from two to four to five storeys towards the south-eastern boundary of the site. This places the greatest volumes away from the conservation area boundary and towards the larger scale form of City House. This change in massing responds to the transitional nature of the site between the large office blocks on Hills Road and the two storey residential development on Clarendon Road.
- 8.46 The proposed new building to the front of Block B has responded to the residential scale of the houses on Clarendon Road being at two storeys with a traditional pitched roof and is set back to accommodate the existing trees and landscaping. This building will create a more domestic scale when walking along Clarendon Road and in views from the junction with Brooklands Avenue which will still be dominated by trees.
- 8.47 The moving of Block B towards the southern boundary has meant that the line of leylandii which currently screen Lockton House are to be removed. This will expose the southern elevation of Block B which will change the character of views from within the conservation area. However, this change does not necessarily equate to harm if the building is well detailed and in quality materials. Whilst large, the mass of Block B is stepped back and has a variety of solid to void which enlivens this elevation. In addition, the view changes as you walk along Clarendon Road and the two storey front element of Block B

with the trees on the corner will be the focus as you travel towards Brooklands Avenue.

- 8.48 The removal of the existing flat roofed profiles, blank elevations and monolithic built form of the existing Lockton House and replacement with stepped massing, articulation of elevational treatments and use of locally characteristic materials creates a positive relationship with the immediate and wider context. The use of a saw tooth profile adds interest to the skyline and identifies the larger mass of Block B with its commercial function

Conclusion

- 8.49 The redevelopment of this transitional site is not an easy task given the constraints and sensitivities of the surrounding area. Lockton House is identified as making a negative contribution to the setting of the conservation area and so any replacement has to provide a level of enhancement which would outweigh any potential harm that might result in changes to the current arrangement.
- 8.50 This proposal has increased the footprint of the building and introduced more buildings to the site. However there has been considerable thought given to how this increase in mass should respond to the character of the conservation area and the residential context of its neighbours. The use of stepped massing and imaginative articulation has introduced a variety of form which has the potential to create a positive new addition to the site. The buildings and spaces respond well overall to the transitional nature of the site and give a domestically scaled presence to the conservation area boundaries of the site. The increased permeability of the site and introduction of active entrances will be an improvement on the current parking barriers and sea of hardstanding and cars. The use of a good gault brick and quality materials will ensure that these buildings sit well in the materiality of the area.
- 8.51 The Conservation Team consider that the proposal will preserve or enhance the character or appearance of the conservation area.

8.52 Officers agree with the advice given by the Conservation Team and consider that the proposal would enhance the Conservation Area and adequately respect the proximity of the adjacent Listed Buildings. As such, the proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 59, 57, 61 and 62, NPPF guidance and meets the statutory tests as set out in paragraphs 8.2 - 8.4 above.

Landscape

8.53 As outlined above, the proposal would provide a high quality landscape scheme which would include trees and other buffer landscape features between the existing residential properties adjacent to the site which mitigate potential visual intrusions. The proposed trees are all identified to be semi-mature specimens so should provide a level of instant mitigation for nearby residents. The landscaped courtyard would be a key feature within the site and conditions securing this are recommended. As such, the proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 59, 57, 61.

Trees

8.54 There are a number of mature trees within the site. There is a belt of Leylandii Trees on the southern boundary that are subject to a tree preservation order (TPO). The application proposes the removal of trees along the south boundary, G5, T1 and H1, a few secluded trees to the east, G4, T8 and T9 and a single tree in the existing car park, T7. Of these the most significant are the trees along the south boundary G5. Significant concern has been raised by local residents to the loss of these trees.

8.55 The Tree Officer has assessed the submitted Arboricultural Impact Assessment and has taken into account the condition of the trees on the site as well as the amenity value that they hold. There is no formal objection to the proposed removal of these trees because of their generally poor condition, previous unsympathetic pruning, and their co-dependence resulting from close spacing. Mitigation will be provided as the proposals include significant replacement planting as part of the landscaping. The grading of the trees as C1, in accordance with BS5837 2012, by the project arboriculturalist is accepted, therefore, and notwithstanding the screen they provide for a

number of properties down Clarendon Road, the trees are not considered to be of a sufficient amenity for their removal to contradict policy 71 of the Cambridge Local Plan.

8.56 In the pre-application discussions, the applicant originally proposed to replace G5 in the same location. However, it was accepted that the relationship between Lockton House and the neighbouring properties 2, 4 and 6 Clarendon Road should be a priority and the resulting layout alteration allowed insufficient space for trees of stature along the full length of the southern boundary. As it was not possible to provide replacement planting on the southern boundary, planting on the south west corner of the site became very important. Large replacement trees are proposed on the south west corner with additional planting proposed in the gardens to the north of Block B to safeguard the long-term verdant character of Clarendon Road and help mitigate the loss of canopy cover. The loss of trees G4, T8 and T9 will have no material impact on the character of the conservation area and the loss of T7 will be mitigated as part of the landscape proposals.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.57 A large number of comments have been received from neighbouring properties raising concerns about the potential residential amenity impact. As referred to previously in the report, the scheme went through an extensive pre-application process. A significant amount of this discussion was aimed at breaking down the massing of the proposed buildings and ensuring residential amenity impact such as overbearing and overlooking was addressed in order to ensure the proposal would have an acceptable impact upon the amenity of the neighbouring properties.

2, 4 and 6 Clarendon Road, properties on the eastern side of Clarendon Road (Abutting the west boundary of the site)

8.58 No's 2, 4 and 6 Clarendon Road is a terrace that abuts the west boundary of the site and is located to the north of the existing Lockton House. Block A would be 3 stories in height and would be sited circa 18m away from the garden rear wall of the terrace, circa 27m away from the nearest point of the rear

elevation of the terrace and circa 32m away from the furthest point of the rear elevation of the terrace. If a 25 degrees line is measured from the centre of the ground floor window on the rear elevation of No.6, Block A does not protrude above that line. Given the set back of Block A from these properties, officers consider that the impact of Block A would be limited and therefore would not result in a significant overbearing impact upon No's 2, 4 and 6 Clarendon Road. Neither would it result in a significant amount of overlooking.

- 8.59 Block B would be a maximum of 5 stories reducing down to 2 and 3 storeys nearest to No's 2, 4 and 6 Clarendon Road. No.6 is the closest property to Block B out of the terrace. Block B would be sited circa 13m away from the garden side wall of No.6 Clarendon Road. The existing Lockton House is currently circa 21m away from the garden side wall of No.6 Clarendon Road.
- 8.60 As outlined above, Block B has been designed so the building reduces in height as it gets closer to No.6. This is to ensure that the tallest elements of Block B is set the furthest away from the rear and side of No.6. The proposal also seeks to retain a visible gap between Block A and Block B helping to mitigate the impact of overbearing. Officers consider the proposed massing of Block B would be located in the least sensitive view point of No's. 2,4 and 6 Clarendon Road. This would help the potential overbearing impact on Block B to be kept a limited degree. For these reasons, officers do not consider Block B would have a significant overbearing impact upon No's 2, 4 and 6 Clarendon Road that would warrant a refusal of the application.
- 8.61 The proposed terrace on the second floor would be sited immediately south of No.6, the proposed terrace on the third floor would be sited south-east of No.6 and the proposed terrace on the fourth floor would be sited further south-east of No.6. All three of these terraces would be fitted with deep integrated planters to ensure users of these terraces would be situated away from the edge of the terraces to significantly limit the opportunities for direct overlooking of the neighbouring gardens. The closest window openings on the northern elevation of Block B which face towards No.6 have either been removed or fitted with screens to reduce the potential for overlooking. A condition is recommended to secure and retain

these screens and a condition is recommended to ensure the insertion of any further windows require planning permission.

8.62 The applicant has submitted a Daylight and Sunlight Report which demonstrates a very high level of compliance with the typical recommendations in the BRE Guidelines, particularly for sites within such an urban location. The only daylight and sunlight transgressions from the BRE recommendations relates to the kitchen window at 2 Clarendon Road (8% over typical daylight guidance), the kitchen window at 4 Clarendon Road (4% over typical daylight guidance) and the rear garden of No.6 (2% over typical sunlight guidance) The reported changes here would be marginally above the BRE recommendations with negligible or minor daylight/sunlight effects. The outlook of these windows is largely unobstructed given its urban location. Officer's consider the proposal would not have a significant impact upon the daylight/sunlight of No's 2, 4 and 6 Clarendon Road.

8.63 When considering the overall residential amenity impact upon these neighbouring residential properties, one must take into account all the potential changes to the environment. These changes also present benefits. The proposal would result in the removal of the existing large car park that abuts the boundary of these properties. This also means the associated infrastructure such as the lamp posts that provide lighting for the car park will also be removed. Currently these properties will experience a level of noise and disturbance from the car park in the form of revving/running engines, tyre noise, car doors being open and shut, odour of car fumes as well as car park users communicating with each other when going to and from their cars. The proposal seeks to change this large tarmacked car park to more tranquil landscaped courtyard with a low-level lighting scheme.

8.64 To summarise all of the above, officers accept the proposal would have a degree of impact upon No's 2, 4 and 6 Clarendon Road with No.6 receiving the most impact out of the three properties. The scheme has been designed to limit the impact of direct overlooking and to limit any overbearing impact upon these properties. The positive changes to the area directly to the rear of these properties should also be afforded weight when balancing up the residential amenity impact upon No's 2, 4 and 6 Clarendon Road. Taking all of the above into account

and on balance, officers consider that the overall impact upon No's 2, 4 and 6 Clarendon Road.

6 Brooklands Avenue (Abutting the north boundary of the site)

- 8.65 6 Brooklands Avenue is the only residential property within the terrace on Brooklands Avenue that is immediately north of the site. The Daylight/Sunlight Assessment has concluded that the proposal would still allow an acceptable level of daylight/sunlight to the rear windows and garden space. Officers accept there would a degree of impact upon the outlook of this property especially taking into account the siting of Block A and how Block B would be sited slightly closer than the existing Lockton House. Given the distance away, neither the degree of impact upon the outlook nor the potential impact of overlooking is considered to be significant enough to warrant a refusal of the application.

Surrounding office buildings (Including 3-7 Brooklands Avenue, Clarendon House, City House etc)

- 8.66 A number of occupiers of surrounding office buildings have raised concerns on overlooking, overshadowing and overbearing grounds. Buildings that are in office use are not awarded the same level of amenity protection as such a use is not considered to be sensitive. It is common practice in urban settings for offices to be located in close proximity to each other. Residents at 3 – 7 Brooklands Avenue have raised concerns that the existing offices along Brooklands Avenue that abut the site could be returned to dwellings in the future. However, officers can only assess the current situation and cannot pre-empt future uses.

Properties on the western side of Clarendon Road (To the west of the site)

- 8.67 No's 15-17 Clarendon Road have raised concern that there will be Overlooking of the front windows of 15-17 Clarendon Road due to the proximity of the building, high number of windows on the southern elevation and the removal of the Leylandii trees. No.'s 3 to 17 are sited to the west of the site and are on the western side of Clarendon Road. Block B has been designed so it is a very similar height to the existing Lockton House building. Therefore, it would not significantly breach the height of the

existing building. The existing Lockton House building has a large number of windows facing towards the Clarendon Road properties similar to the proposal. Officers do not consider the proposal to worsen this situation. While the removal of the Leylandii trees will remove an existing screen, the potential of the overlooking would be limited given the oblique angle. Residents have also raised concerns about the overlooking from the proposed terraces. As outlined above, all three of these terraces would be fitted with deep integrated planters to ensure users of these terraces would be situated away from the edge of the terraces to significantly limit the opportunities for direct overlooking of the neighbouring gardens. The proposal is not considered to have a significant adverse impact upon these properties.

Kaleidoscope Development (To the south-east of the site)

- 8.68 Residents have raised concern about the overlooking of the Kaleidoscope Development. There is a block of flats to the south east of the site and Block B. Given that the northern elevation of these block of flats has limited openings and no windows serving habitable rooms, the proposal is not considered to have a significant impact upon the residential amenity of these properties.

Wider area

- 8.69 Residents have raised concern about the disruption that will be caused during the demolition and construction stages especially given that many people are working from home due to covid. An application cannot be refused on this basis. The Environmental Health Team has recommended various demolition and construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. Residents have also raised concern regarding potential hazardous materials on site. The Environmental Health Team has also recommended conditions regarding contamination. This advice is accepted, and the conditions are recommended accordingly. The impact of car parking/traffic is assessed in the relevant 'Highway Safety, Traffic and parking' section below.
- 8.70 Residents have raised concerns about the potential for noise and disruption from the proposed Café use and the lack of

information on its proposed siting within the buildings. Neither Environmental Health or The Highway Authority have raised concerns about proposed café use and officers do not consider this would lead to a significant adverse impact in terms of noise and disruption. Given that the use falls with Class E, officers consider it appropriate to condition further details of the café prior to occupation of the proposed buildings.

- 8.71 For the above reasons and on balance, it is considered that the proposal overall adequately respects the residential amenity of its neighbours and the constraints of the site in accordance with Cambridge Local Plan 2018 policies 57 and 35.

Refuse Arrangements

- 8.72 The bins would be located in an integrated bin store and managed privately. The proposal is therefore compliant with policy 57 of the Cambridge Local Plan (2018).

Highway Safety, Traffic and parking

- 8.73 The applicant highlights that the site is well connected to the local and Cambridge City cycle network. The strategic Chisholm Trail cycle link, currently under construction (forward funded by the GCP), will support the cycling connectivity and attractiveness of the area from a range of origins. The site is a short distance from a cut through onto the cycle path alongside the Cambridge Guided Busway. This provides a route to Brookgate when travelling to and from the railway station or Chisholm Trail. Cambridge railway station is a short walk from this site. The station area has several bus stops for the Cambridge Guided Busway, and local buses. There are also bus stops on each side of Hills Road in the vicinity of the site. Trumpington and Babraham Park and Ride bus stops are a short distance on Trumpington Road and Hills Road. These stops all have bus shelters and real time information, except the southbound Bus stop on Hills Road which has no RTPI. The site is very well connected to the city bus and regional rail network. The applicant has submitted a Transport Assessment and associated technical notes to support the application.

Car Parking

- 8.74 The existing site is dominated by 95 car parking spaces within a tarmacked area adjacent to the building. The proposed development seeks to significantly reduce this amount of car parking down to 11 car parking spaces. These spaces will be provided at basement level of the site. Given the highly accessible nature of the location, a low parking provision is possible.
- 8.75 The provision of 1no. accessible parking space (blue badge) meets the current policy requirements as set out in the 2018 Cambridge Local Plan. The size and arrangement of the parking space is in line with the current relevant guidance in Part M of the Building Regulations. The basement car parking is fully accessible with step free access to both buildings which it serves. Lift access will be provided between the basement and ground floor and all doors will be power assisted opening. The clear heights in the basement are sufficient to accommodate a wheelchair accessible vehicle fitted with a tail lift. There is also drop-off bays on Brooklands Avenue and Clarendon Road for disabled visitors should they be arriving by taxi.
- 8.76 The surrounding area to the site has several controlled residential parking zones or has privately controlled parking. This would not allow for any on street parking except for residents. There are existing nearby public car parks which employees could potentially use if necessary if arriving into Cambridge by car.

Cycle Parking

- 8.77 Appendix L of the Local Plan sets out that developments for office use should provide 1 cycle space per 30sqm Gross Floor Area. The proposal will provide cycle provision in accordance with these standards. The scheme would provide 330 cycle spaces in total. In addition to the 300 cycle parking spaces provided for the office users, 30 cycle parking spaces (10%) are provided for visitors in the form of sheffield stands located close to the office entrances at the Brooklands Avenue and Clarendon Road entrance points. The provision of 70 cycle parking spaces in the form of Sheffield stands out of a total of 330 cycle parking spaces across the site meets the 20% requirement outlined in the city councils' standards. Wider

spaced, lower height stands to detract from general cycle use will be provided for off-gauge bikes at surface level. The breakdown of this cycle parking is outlined in the table below:

Office users:	40 spaces in Sheffield stands
Office users:	260 spaces in two-tier systems
Visitors:	30 spaces in Sheffield stands
Total:	330 spaces
Of which	70 are in Sheffield stands (21%)

- 8.78 All of the 300 for the office users are located internally within the basement of Block B. The parking is provided in a mixture of two-tier stands and Sheffield stands. Providing two-tier stands is the only way to meet required number of parking spaces to comply with policy. To mitigate concerns that some cyclists are not physically able to use the upper tier, a small number of Sheffield stands will be provided in a dedicated area, where they can be allocated based on need. Acceptable aisle space is provided between stands, including an overall aisle width of 3500mm between two-tier stands. The two-tier system proposed is by Falco, similar to the system used at Cambridge station cycle park which went through a testing process.
- 8.79 In addition to the cycle parking within the basement, high-quality washing, changing and storage facilities will be provided within the buildings to encourage people to cycle and run to work, as well as to exercise during their lunch breaks, before or after work. Accessed directly from the parking area, the provision of showers and changing areas will be available to cyclists. The provision of 300 lockers will also ensure that those arriving by bike are able to store equipment and other items.
- 8.80 It is considered the level of cycle parking provision is policy compliant with appendix L of the Cambridge Local Plan 2018 and the cycle parking arrangements are convenient in accordance with policy 82 of the Cambridge Local Plan 2018.

Transport

- 8.81 Residents have raised concerns on highway safety grounds due to the amount of accidents that have occurred at Brooklands Avenue/Hills Road junction and how the development would increase the movements through this junction as well as introducing a entrance to the site off Brooklands Avenue. The applicant undertook analysis of the accidents that have occurred at this junction and concluded that there is no common location or common cause that could be identified. The Highway Authority agrees with this. Additional information submitted by the applicant demonstrates that the surrounding road/footpath network can accommodate the increase of pedestrian and cyclist users. It also demonstrated that large percentage of users will arrive via the guided busway/Clarendon Road as that would be the quicker route. Therefore, the natural route from the station is away from the junction.
- 8.82 Residents and a local councilor have also raised concerns about the proposed location of the delivery/service bay and the potential for increased deliveries on Brooklands Avenue. The TA outlines that across a 12hour day there could be 15 deliveries and 9 taxi movements associated with the site. These movements are located in bays off Brooklands Avenue and are spread throughout the day, with 50% of the deliveries within peak periods of 7 to 10am and 4 to 6pm. The amount of deliveries is not considered to be a significant increase when compared to the existing and potential use of this area for parking and are acceptable. The applicant notes that the Travel Plan will advise reception staff and occupants to direct taxis to use Clarendon Road. The Highway Authority consider this to be acceptable given the limited amount of deliveries and taxi movements.
- 8.83 The applicant has applied a similar trip rate as detailed in table 7.1 of the TA for a nearby application 20/03429/FUL. This has an AM inbound trip rate of 3.7, and a PM outbound rate of 2.99. Applying this trip rate to the existing and proposed buildings, the net increase in trips to and from the site will be 193 arrivals in the AM peak and 156 departures in the PM peak. Of these there will be a reduction of 59 car drivers in the AM peak and 49 in the PM peak, and an equal increase of approximately 60 increase in pedestrians, cyclists, bus and train passengers

arriving and departing in the AM and PM peaks. This is considered appropriate by the Highway Authority.

8.84 The applicant has provided the trip distribution for the cycling and walking trips to and from the site using the 2011 census data. This shows that the key routes to and from the site will be 39% from Brookgate, 27% from Clarendon Road southern end, 13% from Brooklands Avenue West and 13% from Hills Road North. As outlined above, given that the natural route to arrive at the site for a large percentage of users would be via the guided busway, the Highway Authority has requested a contribution for the Chisholm Trail. An assessment of this contribution request is assessed below.

8.85 The Highway Authority and the Transport Assessment Team were consulted as part of the application and does not consider there would be any adverse impact upon highway safety or upon the wider strategic transport network subject to the below mitigation.

Mitigation

8.86 As part of the proposals, the applicant will deliver:

- Travel plan to include annual monitoring of staff travel for five years following occupation.
- A contribution of £135,869 towards the Chisholm Trail strategic cycle connection to be paid prior to occupation.

8.87 The CIL regs for S106 contributions sets out 3 statutory tests 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.

8.88 The application will reduce the level of vehicle trips to and from the site, with an increase in walking and cycling trips to and from the area. Improvements to the local and strategic transport network are planned for the area, including the Chisholm Trail which will link north Cambridge to this area via a segregated cycle path. The applicant agrees with this approach. Officer's

consider the required S106 contribution for the Chisholm Trail to be justified and CIL compliant.

- 8.89 Subject to the recommended conditions, officers are satisfied that the development is acceptable in highway safety terms and would accord with with policies 81 and 82 of the Cambridge Local Plan (2018).

Integrated water management and flood risk

- 8.90 Residents have raised concern about how basements have flooded in recent years and how the proposal could potentially impact upon the groundwater table. Both the LLFA and the council's drainage officer have been consulted as part of the application. It is noted the submitted groundwater basement impact assessment states 'the nearby buildings with existing basements (1 and 2 Brooklands Avenue, City House and Clarendon House) are unlikely to be impacted by groundwater mounding arising from the proposed development; no perceptible increase in groundwater elevation is expected at these locations'. On the basis the groundwater basement impact assessment also states 'The historic groundwater levels would however account for the baseline conditions of groundwater ingress into existing basements of the terraced offices in the north of the site' a more comprehensive groundwater study is requested to ensure the proposed development has no long term impact on groundwater levels. A surface water drainage strategy can be secured by condition. Both the Lead Local Flood Authority and the council's Drainage Officer support the scheme. The proposal is compliant with paragraph 163 of the National Planning Policy Framework (2018) and policy 31 of the Cambridge Local Plan (2018).

Biodiversity

- 8.91 The application is accompanied by a pre-liminary Ecological Appraisal. This concludes that there is an opportunity to enhance the biodiversity on the site. A condition is recommended to secure enhancement. Subject to the above conditions, the proposal complies with Cambridge Local Plan 2018 policy 70.

Renewables and Water Use

8.92 With regards to meeting the requirements of policy 28 of the Cambridge Local Plan, and associated guidance within the Greater Cambridge Sustainable Design and Construction SPD, a number of commitments are made, including:

- Achievement of BREEAM excellent with a current score of 73.30% shown in the pre-assessment summary. It is clear that the design of the proposals has been informed by the sustainability aspirations of the scheme, an approach that is welcomed.
- An all-electric approach, with no gas being provided to the scheme. Heating and cooling is to be provided by air source heat pumps, which are to be located on the roof of Block B, Photovoltaic (pv) panels are also to be provided, with a minimum generation capacity of 18544.326 kWh per annum, with the potential for a larger array being considered as part of the detailed design stage. Over time, this approach will lead to further carbon emissions reductions as the electricity grid continues to decarbonise.
- In terms of carbon reduction, the scheme reduces emission by 22.81% beyond a Building Regulations compliant scheme, with further emissions reductions being considered as part of the detailed design phase, for example through the provision of additional pv panels.
- Achievement of maximum credits for water efficiency under Wat 01 of the BREEAM assessment. Both rainwater and greywater recycling is to be utilised with recycled water used for WC flushing.
- The use of IMPACT embodied carbon Lifecycle Analysis to inform materials choices for the design of the proposals, including the preference to utilise Cross Laminated Timber for the structure, which has lower embodied carbon than a heavyweight concrete structure.
- Targeting of gold level certification under WiredScore, which relates to the digital connectivity of the building.
- Consideration of issues of overheating and daylighting as part of the facade design, with detailed thermal modelling carried out using 2020 and 2050 weather data. Measures to reduce the risk of overheating include the integration of solar shading (brise soleil 'eye lids') to the southern

facade and the use of low g value glazing and deep window reveals.

- A significant reduction in car parking for the scheme, with the provision of 6 electric vehicle charging spaces out of the 11 proposed parking spaces.

8.93 In terms of the transition to net zero carbon, the all electric approach will help to futureproof the building, in that the emissions associated with energy use in the building will further reduce over time as the grid decarbonises. The applicant has also developed an Option 2 for energy and carbon to further reduce emissions as the scheme progresses to the detailed design stage, which will be implemented subject to further consideration of costs. This would take the scheme beyond existing policy compliance, utilising measures such as the potential for Passivhaus certification and the use of additional renewable energy generation. Proposals to model the building using the Passivhaus Planning Package are particularly welcomed, as this provides a more robust assessment of carbon emissions and helps to reduce the performance gap.

8.94 It is noted that some objectors to the scheme have raised strong concerns about the principle of demolition of the existing building, considering it preferable to retain the existing building 'vs' new build from an embodied carbon perspective. While not covered by existing local planning policy, this is an important element of the transition to net zero carbon. While there are arguments for the retention of existing buildings due to the embodied carbon locked into the existing materials, and while it is not impossible to retrofit, the development of new buildings at the site does present the opportunity for the architectural integration of sustainability measures into the design of the scheme from the outset, and does allow for the use of systems such as air source heat pumps, which would be less likely to operate as efficiently in the existing building unless significant fabric improvements are carried out. The new buildings have been designed to be inherently more adaptable to different uses and configurations than the current building, which helps to enhance the lifespan of the building. It is not clear from the information submitted the extent to which existing materials of Lockton House could be re-used, either as part of this development, or re-used elsewhere, but it is recommended that materials recovery forms a key part of the demolition of the existing buildings. The Sustainability Officers support the

approach the applicant has taken and subject to recommend conditions securing what is outlined above, the proposal therefore complies with Cambridge Local Plan 2018 policy 28.

Third Party Representations/other matters

- 8.95 The majority of third party representations have been addressed in the preceding paragraphs. Any outstanding comments will be addressed below.
- 8.96 Residents have commented that ‘the benefits could be achieved without the demolition of the existing building such as reducing the car parking and creating a landscaped courtyard etc’. Whilst Officers cannot dispute this, the scheme needs to be assessed as submitted.
- 8.97 Residents raised concern that they felt discomfort with the developers method of consultation. The Local Planning Authority has no control over the consultation that the developers carried out prior to the submission. The applicant has submitted a Statement of Community Involvement with the application outlining the consultation process.
- 8.98 Residents raised concern that the Trustees of the Cambridge Royal Albert Homes were not consulted. A further 21 day consultation was carried out and the officer can confirm the Trustees of the Cambridge Royal Albert Homes was consulted.
- 8.99 Residents raised concerns about the lack of detail on the plans and some inaccuracies in the TVIA. The applicant supplied plans which had more details and labels on and corrected the errors within the TVIA. Both the labelled plans and revised TVIA were sent out for a 21 day consultation.
- 8.100 Cambridge Past, Present and Future (CPPF) have raised concerns that this application should be deferred until a decision is made on 104-112 Hills Road. The committee has considered the application at 104-112 Hills Road. While the applications are both for the erection of office buildings, the context and background are significantly different. Every application should be assessed on its own merits. CPPF also raise concern about the sustainability approach to the site, these concerns are addressed in the sustainability section above. In addition to this, officers and members of the planning committee must assess

the proposal as submitted.

9.0 CONCLUSION

9.1 The proposal would provide a high-quality development that respects the character of the area, would not have an adverse impact upon the occupiers of neighbouring properties and would provide a high quality office space.

10.0 RECOMMENDATION

10.1 The recommendation is to **APPROVE** the proposal subject to:

- a) Delegated authority for officers to complete the signing of a S106 agreement to secure the financial contribution for the Chisholm Trail
- b) The planning conditions as set out below

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the Local Planning Authority:

(a) Desk study to include:

-Detailed history of the site uses and surrounding area (including any use of radioactive materials)

-General environmental setting.

-Site investigation strategy based on the information identified in the desk study.

(b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the Local Planning Authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully

implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the Local Planning Authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

7. Material Management Plan:

Prior to importation or reuse of material 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.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5.

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

9. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

10. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.

(Cambridge Local Plan 2018 policy 35)

11. No development shall commence (including any pre-construction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

12. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

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

13. Plant/machinery/equipment

No operational plant, machinery or equipment both internal and external shall be installed 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 nearby properties (Cambridge Local Plan 2018 policy 35)

14. EV Charge Point Provision

No development, other than demolition and site clearance, shall commence until a site wide Electric Vehicle Charging Point Provision and Infrastructure Strategy, including an implementation plan, has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include the following:

(a) details of the provision of slow electric vehicle charging points (with a minimum power rating output of 7kW) for dwellings with allocated on-plot parking, for dwellings with communal and courtyard parking spaces and for non-residential parking spaces

(b) details of rapid and/or fast electric vehicle charging points for non-residential floorspace and a strategy to show how parking spaces will be exclusively reserved for electric vehicle charging

(c) details of passive electric vehicle charging provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network, as well as the provision of cabling to parking spaces (both residential and non-residential) to facilitate and enable the future installation and activation of additional active electric vehicle charging points

The development shall be carried out in accordance with the approved Strategy and retained as such 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 (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

15. Artificial Lighting

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)'.

The scheme shall be carried out as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34)

16. Hot Food Preparation (Smoke / Odour Control)

Any use of the development falling into Class Use E that involves the preparation / cooking of hot foods (such as cafés, takeaways, restaurants) shall have installed and maintained an odour filtration/extraction system designed in accordance with Annex 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 and/or its subsequent amendments.

Full details of the odour filtration/extraction system shall be submitted to and approved in writing by the planning department prior to use.

Reason: To minimise the effects of odour on the surrounding area (Cambridge Local Plan 2018 policy 36)

17. No demolition or construction works shall commence on site until a traffic management plan (TMP) has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. The Highway Authority requests that the TMP be a stand-alone document separate from any Environment

Construction Management Plan or the like, as the risks and hazards associated with construction traffic using the adopted public highway are quite different from those associated with the internal site arrangements. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away vehicles (all loading and unloading shall be undertaken off the adopted public highway)
- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking. For the avoidance of doubt contractors will not be eligible for Tradespersons Permits within the Residents Parking Scheme that operates on the surrounding streets.
- iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

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

18. Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority, The submitted plan shall include details of: [specify whatever is relevant to the particular development]:

- monitoring of any standing water within the site temporary or permanent
- 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/)
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins)

and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste

- signs deterring people from feeding the birds.

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

Reason: It is necessary to manage the Lockton House / Brooklands Avenue Development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport.

19. Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters (select or add to as appropriate):

- details of the area(s) subject to construction activity and the storage of materials and equipment

- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/policy-campaigns/operations-safety/).

- control of activities likely to produce dust and smoke etc

- details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).

- control and disposal of putrescible waste to prevent attraction of birds

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger aircraft movements and the safe

operation of the aerodrome.

and/or: 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.

20. BREEAM Design Stage Certification

Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. 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).

21. BREEAM Post Construction Certification

Prior to the use or occupation of the development hereby approved, 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 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).

22. Hard and soft landscaping

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; 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.

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)

23. Landscape maintenance and management plan

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)

24. Tree Pits

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

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)

25. Groundworks

No development shall take place until the details of all groundworks are submitted and approved by the local authority. Details should include: protection of ground to be reinstated to landscape; methodology of soil stripping, storage, handling, formation level decompaction, and soil re-spreading. All groundworks should be carried out in accordance with the approved details and in accordance with the recognised 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' Defra publication.

Reason: To ensure that the details of the groundworks are acceptable. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

26. Window details 1:10

No new windows shall be constructed in the existing building, nor existing windows altered until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61)

27. Sample Panel of facing materials

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

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

28. Roof details

No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the Local Planning Authority as samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61)

29. Dormer details 1:10

No dormers shall be constructed until full details, at a scale of 1:10, showing the construction, materials, rainwater disposal and joinery of the dormers, including their cheeks, gables, glazing bars and mouldings, have been submitted to and approved in writing by the Local Planning Authority. Dormers shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61)

30. Materials

No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include external features such as windows, reconstituted stone lintels, cills, mullions and surrounds, doors and entrances, perforated screening/shading devices, roof cladding, external metal work, rainwater goods, edge junction and coping details. Development shall be carried out in accordance with the approved details.

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

31. Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP)

Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

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

Policy 71: Trees.

32. Site Meeting

Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council for approval.

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.

33. 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.

34. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that

arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

35. No development above ground level shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018 policy 57).

36. No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with South Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme shall be based upon the principles within the agreed Drainage Strategy and SuDS Report prepared by Ramboll UK Limited (ref: 1620007220-RAM-XX-XX-RP-C-00001 Rev 02) dated 20/11/2020 and shall also include:
- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
 - b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
 - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
 - d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
 - e) Full details of the proposed attenuation and flow control measures;

- f) Long term groundwater monitoring;
- g) Temporary storage facilities if the development is to be phased;
- h) A timetable for implementation if the development is to be phased;
- i) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- j) Full details of the maintenance/adoption of the surface water drainage system;
- k) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- l) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development

37. No above ground works shall commence until a foul water drainage scheme for the site, in accordance with South Cambridgeshire District Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development

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

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

39. No basement drainage development works hereby permitted shall be commenced until a detailed design for the foul pump and drainage scheme for the basement, including supporting calculations, have been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development

40. Prior to the commencement of the development a detailed hydrological/hydrogeological report shall be submitted to and approved in writing by the Local Planning Authority. The report shall provide advice as to whether the development of the site will have any impact upon the ground water based on long term ground water monitoring and site-specific groundwater modelling. Should the report demonstrate any impact on groundwater, it shall also propose mitigation to be carried out in accordance with a proposed phased programme of implementation. Any mitigation shall be carried out in accordance with approved report and details of timing.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased groundwater flood risk on or off site resulting from the proposed development

41. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The Highway Authority requests that the TMP be a stand-alone document separate from any Environment Construction Management Plan or the like, as the risks and hazards associated with construction traffic using the adopted public highway are quite different from those associated with the internal site arrangements. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away vehicles (all loading and unloading shall be undertaken off the adopted public highway)
- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking. For the avoidance of doubt contractors will not be eligible for Tradespersons Permits within the Residents Parking Scheme that operates on the surrounding streets.
- iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

Reason: in the interests of highway safety

42. During the construction phase, vehicles used for demolition or construction 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 demolition 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: in the interests of highway safety

43. Prior to the occupation of the development, the existing vehicular access from Brooklands Avenue shall be narrowed to accommodate the proposed access width within the site. The redundant dropped kerb be removed and the footway returned to having a full face kerb.

Reason: for the safe and effective operation of the highway

44. The delivery bay accessed off Brooklands Avenue is used solely for the serving of the site and not to be used as employee or visitor parking.

Reason: for the safe and effective operation of the highway

45. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative

sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority. The Travel Plan shall also include annual monitoring of staff travel for five years following occupation. The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

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

46. Prior to the occupation of the buildings hereby approved, full details of the siting, size and general design/function of the cafe including all of its associated infrastructure shall be submitted in writing and approved by the local planning authority. The cafe shall be installed in accordance with the approved details and retained as such thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the cafe remains ancillary to the proposed office use and the residential amenity of neighbouring occupiers is protected in accordance with policies 41 and 55 of the Local Plan

47. All of the window openings on the northern elevation of Block B that have been removed or have been fitted with a screen shall be installed as such and retained thereafter.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).