



**23/01878/FUL – 59 Cowley Road, Cambridge,
Cambridgeshire, CB4 0DN**

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: East Chesterton

Proposal: Change of use and refurbishment of existing car showroom and new-build two-storey extension to create a new Operational Hub, reconfiguration and refurbishment of existing MOT garage to provide upgraded office and storage space, car and van parking, cycle parking, landscaping, and associated infrastructure.

Applicant: Cambridge City Council

Presenting officer: Guy Wilson, Principal Planner, Strategic Sites team

Reason presented to committee: Cambridge City Council is the applicant.

Member site visit date: N/A

Key issues:

1. Principle of development
2. Design, layout, and scale
3. Landscaping
4. Water resources, management, and flood risk
5. Biodiversity and trees

6. Carbon reduction and sustainable design
7. Transport and access
8. Amenity and environmental health

Recommendation: Approve application 23/01878/FUL subject to:

- A. the conditions and informatives as detailed in this report, with delegated authority to officers carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission; and
- B. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

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1. Executive summary

- 1.1 The report relates to a full planning application for a new Operational Hub to serve the City Council. The development involves the change of use of the site from car sales, servicing, and storage uses, the demolition of a number of existing buildings, and construction of a two-storey extension to the car showroom. The site is within the northern are of Cowley Road, bounded by the First Public Drain.
- 1.2 The site lies within the area which is covered by the emerging North East Cambridge Area Action Plan (NECAAP). The NECAAP is being prepared by the Councils. A 'Regulation 19 Proposed Submission' was published in November 2021 which is effectively a final draft of the NECAAP which the Councils propose to adopt. Prior to formal public consultation on the Proposed Submission AAP, the Councils paused the AAP process until a decision has been made on the separate Development Consent Order (DCO) process for the proposed relocation of the Cambridge Water Recycling Centre (CWRC).
- 1.3 The NECAAP does not yet have sufficient weight to be considered a significant material consideration in the determination of the application. The National Planning Policy Framework (NPPF) and the Cambridge Local Plan 2018 therefore form the basis for determination of the application.
- 1.4 The site lies adjacent to the CWRC. There is no formal approval for the relocation of this facility at this stage, and as such there is an ongoing odour impact associated with the use. CCC commissioned a Technical Note on Odour and Cambridge Water Recycling Centre Study to understand the impact on development in this interim period. This study is a material consideration in determining planning applications.

- 1.5 The proposal is considered to represent a high standard of design, appropriate to its context. The development will include well-considered landscape works, maintaining and enhancing the landscape corridor along the First Public Drain, including extensive tree planting across the site, and will support a significant Biodiversity Net Gain.
- 1.6 The proposed buildings will be highly sustainable, with the re-use and upgrading of the existing buildings, all-electric heating and cooling, rooftop photovoltaics, as well as electric vehicle charging infrastructure.
- 1.7 The proposals will reduce surface water run-off rates from the site, reducing the risk of flooding, will integrate SuDS features, and will reduce the risk of pollution of the adjacent watercourse.
- 1.8 The application is considered to adequately consider and mitigate the impact of odour from the CWRC; as well as other environmental impacts which will be generated by the proposed development, including noise.
- 1.9 The proposal is not considered to hinder the future wider redevelopment of the area along the principles set out in the draft NECAAP, and includes potential for a new route through the site to be provided over the First Public Drain, improving connectivity in the area. Whilst the proposals do not fully comply with the vision set out in the NECAAP, primarily in relation to the relatively low-density form of development proposed, only limited weight can be afforded to this conflict, and the applicant has clearly justified why it is not practical to fully comply with some elements of the draft plan.
- 1.10 The proposed development is considered to be sustainably located, and is not considered likely to have a significant impact on the local highway network.
- 1.11 Having considered the development proposals against the provisions of the Development Plan, NPPF, consultee comments, and other material considerations, officers recommend the Committee agrees with the recommendation to approve as set out in section 24 below.

2. Site description and context

- 2.1 The site is a broadly 'L' shaped parcel of located within the Cowley Road industrial estate, and also includes the unadopted northern spur of Cowley Road. The site is currently occupied by a number of businesses including a car showroom, garage, and storage business. Existing buildings on the

site are between 1-1.5 storeys, which also contains extensive hardstanding for storage and parking. Access to the site is from Cowley Road where there is a pavement along the near (west) side. The site is generally level.

- 2.2 The Cambridge Waste Water Treatment Works (CWRC) is to the north and west of the site. There is a bus depot and various industrial and commercial premises to the south and east. Similar to the site, development in the surrounding area is typically formed of 1-2 storey commercial and industrial buildings with large area of hardstanding and open storage, with some taller structures at the CWRC.
- 2.3 There are no Listed Buildings, Scheduled Monuments or Conservation Areas within or close to the Site. There are no other environmental designations, such as Sites of Special Scientific Interest (SSSI), County and City Wildlife Sites, Local Nature Reserves or Ancient Woodlands within the site. The site is in Flood Zone 1 where there is a low risk of fluvial flooding, and Environment Agency mapping shows it is mostly at very low risk of surface water flooding, with small areas at low risk. A watercourse (the First Public Drain) runs along the western and northern boundaries of the site.
- 2.4 The site is within the Cambridge Northern Fringe East and new railway station Area of Major Change as identified in the Cambridge Local Plan 2018. It is also in a Water Recycling Area Consultation Area, Transport Infrastructure Area Consultation Area, and Minerals Safeguarding Area as identified in the Cambridgeshire and Peterborough Minerals and Waste Plan 2021.

3. The proposal

- 3.1 The application is for the change of use of the site, conversion of the existing car show, and erection of a two-storey extension to create a new Operational Hub, together with the reconfiguration and refurbishment of the existing MOT garage, removal of a number of existing buildings, provision of parking, landscaping, and associated infrastructure.
- 3.2 Vehicular access to the site is proposed to be from the turning head at the northern end of Cowley Road, whilst a dedicated pedestrian and cycle entrance is proposed to replace the existing access to the car showroom. Alongside formalised parking arrangements, tree planting and other landscape works are proposed. These include providing landscape buffers to the south east and north west boundaries, and attenuation

ponds and swales along the north western side of the site. A substation is proposed in the southern corner of the site.

- 3.3 Since submission the application has been amended and additional information submitted to address officer and consultee comments, and further consultations have been carried out as appropriate.

Application Documentation

- 3.4 A list of submitted documents is included in **Appendix 1**.

Pre-application engagement

- 3.5 The proposals were subject to pre-application discussions with officers of the shared planning service. The pre-application engagement has informed the application submission including the site layout, landscape strategy, and sustainability strategy. Pre-application engagement also included a review by the Accessibility Officer where the provision of accessible building access, welfare facilities, and accessible car and cycle parking were discussed, with recommendations incorporated into the proposals.

- 3.6 Between the commencement of pre-application discussion and the submission of the application it was also presented to the Cambridgeshire Quality Panel on 19th December 2022. A number of specific recommendations were made. The full minutes are attached as **Appendix 2**. Key issues and recommendations of the meeting are tabulated below, together with the officer response.

	ISSUES AND RECOMMENDATIONS OF THE QUALITY PANEL	OFFICER RESPONSE
1.	Query over the design life of the proposals and potential to relocate in the future.	<p>The Operational Hub needs to balance a requirement to meet the operational needs of the City Council and timely delivery of the site, whilst not prejudicing the potential future redevelopment of this part of the AAP area.</p> <p>The proposals, by adapting the existing site, do not prevent the use and layout of the site being reviewed in the future to</p>

		account for any redevelopment of the wider area (as well as any future changes to City Council service delivery), whilst providing a permanent and significantly improved base of operations.
2.	A large proportion of the site is proposed for parking which may conflict with higher density uses nearby in the future. A more intensive use of the site should be tested, and the amount of parking needed clarified.	The site is significantly smaller than the existing depot, designed to accommodate the minimum parking required for operational needs. The applicant has looked at options such as a multi-storey car park however due to the limited width of the site this is likely to be prohibitively expensive and have an inefficient layout.
3.	Concern about how efforts to limit staff parking will be enforced.	<p>Personalised travel planning is proposed to support staff to make use of sustainable transport options.</p> <p>The operational hub is also proposed to be delivered alongside changes in operations where staff will take vehicles home overnight, reducing the need for staff to commute to site by private vehicle.</p>
4.	Good connections to the surrounding area are important.	<p>The proposals have been updated to include a potential future connection over the first public drain.</p> <p>As the NECAAP is at an early stage of development, there is uncertainty at this time about the details of future connections with the surrounding area.</p>
5.	Extensive hard surfacing is proposed resulting in concerns about managing heat and surface water.	The extent of hard surfacing has been reduced through the pre-application process, with tree-planting and soft landscaping proposed across the site, alongside SuDS features.

6.	The planting and management of trees will be important.	The layout of trees has been amended through the pre-app and application process. Conditions are proposed to secure planting details and the long-term maintenance of landscape.
7.	A 'dirty' entrance to the main building is recommended avoiding the need to go through the main office area.	Direct access to the welfare lobby is proposed, avoiding the need to go through office areas.
8.	Embodied carbon should be considered in the application, as well as understanding the operational energy needs of new build versus retained buildings.	As well as being designed to minimise embodied carbon through the reuse of existing buildings, the development is targeting low operational energy use requirements reflecting policies proposed in the draft Greater Cambridge Local Plan.
9.	The indicated timber clad design will need to be further developed.	Detailed elevations have been submitted, showing the proposed architectural treatment, which is considered high-quality.
10.	Photovoltaics should be maximised.	65sqm of photovoltaic panels, providing 13KWp are proposed on the new build roof. This will be reviewed at the detailed design stage to see if additional photovoltaics can be integrated on the roof of the existing showroom.

Table 3: Officer response to Issues and Recommendations of the Cambridgeshire Quality Panel

3.7 The application was also presented in a pre-application briefing to the Joint Development Control Committee on 19 October 2022. Queries from members are summarised in the table below:

	ISSUE RAISED	OFFICER RESPONSE

1.	Whether existing operations from the depot would be relocated to the new site?	Existing uses from the depot will relocate to the site, with the exception that a waste transfer facility is no longer required.
2.	How will the plan fit with the NECAAP?	The site is in an area proposed to be allocated for industrial and storage and distribution uses, and the proposed use is considered suitable for this area. The development has been designed to ensure it does not prejudice the delivery of the AAP.
3.	How will the First Public Drain be protected from pollution?	Run-off from the washdown area and other parts of the site will be filtered within the site to prevent pollution entering the First Public Drain.
4.	What sustainable transport and accessibility options have been considered?	Secure cycle parking is proposed, include spaces for non-standard cycles, and space for charging e-bikes. Other measures including travel planning are proposed. Parking within the site is proposed to be for staff vehicles, not private cars.
5.	What sustainable design measures are proposed?	The proposals re-use the existing buildings to reduce embodied carbon, and will be full-electric with rooftop-solar, ASHPs, and EV charging.

Table 4: Officer response to questions from the JDCC pre-application briefing

3.8 The issues raised in pre-application discussions are discussed further in the relevant sections below.

4. Environmental Impact Assessment

4.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require certain development to be assessed to determine whether it will have any significant environmental effects. Regulation 8 sets out that planning applications which are Schedule 1 or Schedule 2 development, which have not already been subject of a

screening opinion or screening direction, and which are not accompanied by an environmental statement, should be screened by the local authority.

- 4.2 This site is considered to fall within category 10.(b) of column 1 of Schedule 2 (urban development projects), but is below the thresholds in column 2. The site is not in a sensitive area as defined by the regulations. As such the proposal is not considered EIA development,

5. Relevant site history

- 5.1 The table below details the relevant planning history for the application site.

Reference	Description	Outcome
19/1359/FUL	Change of use from B1(c) light industrial to Class B1(a) office facility.	Granted 29.06.2020
09/0842/FUL	Erection of detached workshop building for motor vehicle servicing and repair	Granted 12.11.2020
06/0211/FUL	Siting of office (portacabin) to create a Hire Centre for portable buildings.	Granted 24.05.2006

Table 5: Relevant Site history

6. Policy

Legislation

EIA Directives and Regulations – EIA Regulations

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

Planning and Compulsory Purchase Act 2004 (as amended)

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

Community Infrastructure Levy Regulations 2010 (as amended)

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

Equalities Act 2010

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

Conservation of Habitats and Species Regulations 2017
Environment Act 2021
ODPM Circular 06/2005 – Protected Species

National Planning Policy and Guidance

- 6.6 The following national policies and guidance are referred to in this report:

National Planning Policy Framework 2023 (NPPF)
National Planning Practice Guidance
National Design Guide 2019
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
Circular 11/95 (Conditions, Annex A)
Technical Housing Standards – Nationally Described Space Standard (2015)

Cambridge City Council Local Plan (2018)

- 6.7 For the purposes of the s38(6) of the 2004 Act, the Development Plan is the Cambridge Local Plan (September 2018), and the County Minerals and Waste Local Plan 2036 (July 2021).
- 6.8 The relevant policies in the Local Plan include:

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 14: Areas of Major Change and Opportunity Areas
Policy 15: Cambridge Northern Fringe East and new railway Station Area
Policy 28: Sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 61: Conservation and enhancement of historic environment
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

6.9 The relevant policies in the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 are:

Policy 5: Minerals Safeguarding Areas
Policy 16: Consultation Areas

Neighbourhood plan

6.10 N/A.

Supplementary Planning Documents (SPD)

6.11 The following Supplementary Planning Documents (SPD) are relevant:

Greater Cambridge Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Re-adopted December 2018
Biodiversity SPD – Adopted January 2022

Other guidance

- 6.12 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the Cambridge Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Planning Obligations SPD – Adopted March 2010
Public Art SPD – Adopted January 2010

- 6.13 Other relevant guidance includes:

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).
Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Cambridgeshire Design Guide for Streets and Public Realm (2007)

North East Cambridge Area Action Plan (NECAAP)

- 6.14 CCC and SCDC are jointly preparing an Area Action Plan (AAP) for Northeast Cambridge (NEC). The wider Northeast Cambridge site is located in one of the last remaining significant brownfield sites in Greater Cambridge.
- 6.15 Policy 15 (Cambridge Northern Fringe East and new railway Station Area of Major Change) of the Cambridge Local Plan (2018) and Policy SS/4 of the South Cambridge Local Plan (2018) has allocated the area for high-quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
- 6.16 The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP. This is because the planning of the area is dependent on the relocation of the CWRC which has been determined as a Nationally Significant Infrastructure Project (NSIP) which requires Anglian Water to submit a Development Consent Order (DCO) application to the Planning Inspectorate (PINS).
- 6.17 A DCO application has now been submitted to and accepted for examination by the Planning Inspectorate. The preliminary meetings took place on the 17th and 18th October 2023.

- 6.18 Since the local plans were adopted, CCC as landowner, in partnership with Anglian Water as owners of the CWRC, has sought to secure funding, through the Housing Infrastructure Fund (HIF), to relocate the CWRC.
- 6.19 The vacated CWRC site, together with land around the new Cambridge North station, the Cambridge Business Park, St John's Innovation Park, the Cambridge Science Park and other land, will provide the opportunity for the creation of a new urban quarter to the city.
- 6.20 The councils recognise that the component parts of the NEC area will be developed out separately and at different times, potentially several years apart. While the councils wish to see early delivery on NEC, the councils also consider that it is important that the ambition in the adopted Local Plan for comprehensive mixed-use development is achieved.

AAP Status

- 6.21 The AAP has already been the subject of three rounds of public consultation and has been refined at each stage having regard to matters raised by respondents. In addition, a full suite of evidence and topic papers has been prepared:
- Issues and Options – 8th December 2014 – 2nd February 2015
 - Issues and Options – 11th February – 25th March 2019
 - Draft Area Action Plan – 27th July – 5th October 2020
- 6.22 A Proposed Submission AAP was prepared and reported to the councils (South Cambridgeshire District Council Cabinet 10th January 2022, Cambridge City Council Planning and Transport Scrutiny Committee 11th January 2022), where the Proposed Submission AAP was considered and agreed for future public consultation. This next stage is contingent upon the separate DCO being concluded.
- 6.23 Both councils fully endorse the AAP vision, strategic objectives, spatial strategy, and policies. However, the proposals within the Proposed Submission AAP are predicated upon the CWRC being relocated – and therefore contingent on the DCO for the relocation of CWRC being approved by the Secretary of State for the Department of Environment, Food and Rural Affairs (DEFRA).
- 6.24 Until the DCO process is concluded, and the relocation project authorised to commence, the AAP process is paused.
- 6.25 The Proposed Submission AAP has not been the subject of publication and consultation, it therefore currently attracts “limited” (i.e., little) weight as a material consideration in planning decision making and advice.

AAP Evidence Base

- 6.26 A full suite of evidence base studies has nevertheless been prepared for the AAP. These have been reported to the relevant committees of the councils alongside the Proposed Submission AAP and are published on the councils' shared planning webpages: North East Cambridge AAP Document Library (greatercambridgeplanning.org)
- 6.27 These studies are considered to provide evidence of the existing context of NEC and its surrounds. The evidence base provides background information and the Councils' direction of travel and as such the documents may be a relevant consideration which attracts weight if and to the extent that it is material to the application of adopted development plan policies.

7. Consultations

Consultation Responses

Local Highways Authority

- 7.1 **No objection.** The section of Cowley Road onto which the site faces is a private street, therefore any impact on the development will be on the surrounding highway network, rather than within the immediate environs of the site.

County Transport Team

- 7.2 **No objection.** Initial comments requested further detail on bus provision and pedestrian and cycle access.
- 7.3 Updated comments set out that there is no objection subject to a Travel Plan being secured, and a contribution towards sustainable transport improvements along Cowley Road. This would provide a bridge over the ditch between Cowley Road and the shared footway/cycleway to the south.

Lead Local Flood Authority

- 7.4 **No objection.** Initial comments requested further on the proposed drainage strategy.
- 7.5 Updated comments set out that is no objection, with the submitted information that surface water and potential impact on water quality can be adequately managed. Conditions are requested relating to the detailed

surface water drainage design, and management of water during construction.

Urban Design

- 7.6 **No objection.** The proposals are generally supported, with the site well connected, and generally well designed. Details should be secured by condition in relation to the Cowley Road frontage and boundary treatment, external materials, cycle stores, the substation, and other stores and enclosures. Conditions are also recommended in relation to hard and soft landscaping, and biodiverse roofs.

Landscape

- 7.7 **No objection, further information requested.** Requests details of vehicle tracking to demonstrate landscape proposals are deliverable. Also requests details of the Cowley Road frontage boundary treatment, substation, refuse stores, and other enclosures. The DAS should include reference to the updated planting strategy. Conditions are recommended in relation to tree pits, biodiverse roofs, and hard and soft landscaping.

Sustainability

- 7.8 **No objection.** As the proposals involve reuse and new build, a bespoke sustainability assessment is used, which is supported. The proposals involve a number of sustainability measures including passive design elements such as brise soleil, energy use in line with the emerging NECAAP, and targeting the equivalent of 5 BREEAM Water credits, with rainwater and greywater recycling being considered. Other measures such as low embodied carbon materials are supported. Conditions are recommended to ensure the development is carried out in accordance with the sustainability assessment, and in relation to water efficiency measures.

Environmental Health

- 7.9 **No objection.** Development within the AAP area has potential to create environmental constraints on nearby land uses if this is not properly considered.
- 7.10 The operational hub has the potential to result in a number of environmental impacts, in particular introducing a new noise source,

including noise at night and early mornings. Noise from operational plant should be kept to existing background levels.

- 7.11 The design, layout, and orientation of any future residential properties nearby will need to be influenced, and potentially limited, by the existing and proposed industrial and commercial uses on the site and surrounding area.
- 7.12 If the development results in a statutory noise nuisance to nearby future residences, this may result in restrictions on operations/hours.
- 7.13 The preliminary assessment of the risk of contamination is acceptable, and an intrusive investigation is required. Conditions are recommended.
- 7.14 In relation to air quality, the likely risks from demolition and construction are agreed, and a dust management and mitigation plan required. Proposed EV provision is acceptable.
- 7.15 In relation to odour, it is important the development is protected from odour unless and until the CWRC is relocated. The use of mechanical ventilation is supported. A condition is recommended to prevent the provision of outdoor seating until the CWRC is relocated.
- 7.16 There are no objections to the proposed lighting strategy from an environmental health perspective.
- 7.17 Recommends conditions on contamination, materials management plan, construction hours, piling, dust, plant noise, ventilation, odour, lighting, and EV charging.

Nature Conservation Officer

- 7.18 **No objection.** The survey efforts, including in relation to water voles and bats is adequate. Given the poor ecological condition of the site, a significant BNG of approximately 400% is expected. Conditions are requested relating to a Landscape and Ecological Management Plan, Construction Ecological Management Plan, nesting boxes, lighting, and biodiversity net gain.

Architectural Liaison Officer

- 7.19 **No objection.** Requests details of lighting and secure fencing, by condition. Recommendations in relation to the detail of CCTV, alarms, accesses, and secure cycle storage.

Anglian Water

7.20 **No objection.** No comments on the application.

County Archaeology

7.21 **No objection.** No objection or requirements in relation to this development.

Cadent Gas

7.22 **No objection.** There are medium and low pressure gas pipelines in close proximity to the site. No objection from the proposal from a planning perspective, however request an informative.

Cambridgeshire Quality Panel Meeting of November 2019

7.23 A copy of the Panel's full report can be found in Appendix 2.

8. Third Party Representations

8.1 No third part representations have been received.

9. Member Representations

9.1 No representations have been received from District or County Councillors.

10. Planning Assessment

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

- Principle of development
- Design, scale, and layout
- Landscaping
- Water resources, management and flood risk
- Biodiversity and trees
- Carbon reduction and sustainable design
- Transport and access

- Heritage assets
- Amenity and environmental health
- Utilities

11. Principle of Development

Proposed Use

- 11.1 The site currently includes a mix of uses, with the main use as a car showroom ('sui generis'), alongside a motor garage (B2 Use Class), and storage and distribution uses (B8 Use Class).
- 11.2 The proposed use of the development as an 'operational hub,' involves serving as the depot and base of operations for a number of maintenance and management services carried out by Cambridge City Council which operate across the city, including associated storage, vehicle maintenance facilities, and office accommodation. The proposed use includes a mix of activities, including significant activity outside of standard working hours. Officers consider that the proposed use does not fall into the defined limits of any specific Use Class under the Town and Country Planning (Use Classes) Order 1987 (as amended), or that it represents a clear mix of two or more such uses. As such the proposals are considered to be a 'sui generis' use.
- 11.3 Albeit the proposed use is considered sui generis, it is considered to represent an employment development which is similar in nature, and compatible with, office, research, industrial, and storage and distribution uses.

Site Selection

- 11.4 The services proposed to operate out of the site form an essential public service, necessary to the functioning of the city. This was historically located on Mill Road with that site vacated to make more efficient use of the site and provide affordable housing. The Council currently operates a depot located at the western end of Cowley Road. This has a temporary permission, expiring at the end of 2026, and which will form part of a comprehensive redevelopment of the CWRC and surrounding land, known as the Core Site, and which is central to delivery of the NECAAP.
- 11.5 The applicant has set out that they undertook a site selection process, considering a number of factors including availability of land, meeting operational needs, and planning constraints.

- 11.6 Sites beyond the Green Belt were ruled out as they would require significant travel on a daily basis, increasing commuting for staff and reducing the efficiency of operations.
- 11.7 Sites within the Green Belt were also ruled out on the basis that, in accordance with national policy, development should only take place within the Green Belt under very special circumstances, and it would be challenging to demonstrate this threshold had been met if alternative sites are available.
- 11.8 Sites within the city were also reviewed. The applicant has advised that during the site selection process there have been few commercial properties available for sale. Those advertised on the open market have either been unsuitable, are occupied with long leases, or were considered prohibitively expensive. Land in the City Council's ownership was also reviewed, and this site was considered the only site of a sufficient size and in an appropriate location to meet operational needs.

Adopted policy context

- 11.9 Policy 1 of the Local Plan 2018 sets out a presumption in favour of sustainable development, and that the Local Planning Authority will seek approve wherever possible development which accords with the Local Plan that improves the economic, social and environmental conditions in the area, unless material considerations indicate otherwise.
- 11.10 The site is in within the Cambridge Northern Fringe East and new railway station Area of Major Change, which is allocated as an area for an employment-led mixed-use development, including office, research, industrial, storage and distribution, and supporting commercial, retail, leisure and residential uses. Policy 15 has a number of specific requirements for development proposals, which are considered in turn below:

A. Taking into account existing site conditions and environmental and safety constraints: The application includes consideration of existing conditions including contamination, noise and odour on the proposed development, which is discussed further in the amenity section below. Subject to the application of conditions, the proposals are considered acceptable in this respect.

There are no residential uses in close proximity to the site, and the proposed use is not considered likely to cause a nuisance or to any existing uses nearby. The potential for the development to cause

pollution and have other environmental impacts during construction and operation has also been considered and is discussed further in the drainage and amenity sections below. It is considered the effects of the development can be adequately controlled through conditions.

B. Demonstrating that impacts from the CWRC can be mitigated:

The impact of odour from the CWRC has been considered, with mechanical ventilation proposed to serve the buildings. A condition is proposed to prevent the provision of outdoor seating unless and until the CWRC relocates.

C. Ensuring appropriate access and linkages are planned for in a high quality and comprehensive manner: There is no certainty over the detailed location and form of future connections near to the site at this stage, with the NECAAP at an early stage and including limited detail, and specific proposals for the neighbouring CWRC /Core Site early in the process pre-application discussions and public consultation.

The proposals retain the existing Cowley Road access, and would not prejudice any improvements to cycling and pedestrian infrastructure along this street. A potential future connection north over the First Public Drain is shown to be safeguarded on the proposed plans. This will allow a connection to be provided once there is greater certainty on the future layout of the CWRC /Core Site.

D. Protecting and enhancing existing ecological interests including along the First Public Drain wildlife corridor: The proposals will retain and enhance the wildlife corridor along the First Public Drain, widening the landscape corridor and delivering ecological enhancements across the site. This is discussed further in the biodiversity section below.

E. Giving due consideration to safeguarding the appropriate future development of the wider site: The NECAAP is still at an early stage of development, and is likely to be subject to change as a result of public consultation and examination. The site is within an area proposed to be retained for industrial and related uses. The proposal will also safeguard potential future linkages, maintain and enhance a green corridor along the First Public Drain, and will not compromise the wider redevelopment of the Cowley Road industrial estate in the future. Whilst the proposals do not fully reflect the vision for the area as set out in the emerging AAP, as discussed below, the proposals are

considered to adequately safeguard the future development of this section of the NECAAP area.

- 11.11 On this basis the proposals are considered to be in compliance with the requirements of Policy 15. Policy 40 supports employment development in specific locations, including the Northern Fringe East, and it is considered the proposals are also compliant with this policy.

Emerging Policy Context

- 11.12 As set out in the policy section above, the emerging NECAAP is at an early stage of development and can only be afforded limited weight at this stage.
- 11.13 Notwithstanding this, the pre-submission draft NECAAP November 2021 sets out that the Cowley Road Industrial estate is to be retained as an industrial-led mixed-use area. The proposals are considered to be in compliance with this.
- 11.14 The draft NECAAP does envisage that the Cowley Road Industrial Estate should be subject to densification, in order to accommodate industrial and related uses displaced from elsewhere, alongside some additional new homes and commercial development. The proposals see a significant intensification of use compared to the existing depot; however the site would still be relatively low-density in character, with extensive surface-level car parking and only extending to two storeys. This reflects the constraints on the development, including meeting operational needs. The relatively light-touch redevelopment of the site, retaining existing buildings, allows for consideration of a more comprehensive redevelopment in the future, once the NECAAP has been through examination, and which can be progressed working with other landowners in the vicinity.
- 11.15 Compliance with the draft NECAAP in relation to layout, design, and other matters is discussed in the relevant sections below.

Minerals and safeguarding

- 11.16 Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (CPMWLP) 2021 requires that the minerals authority is consulted on developments within Mineral Safeguarding Areas, with a number of exceptions including where a development is within a settlement boundary, or is consistent with an allocation in a development plan. The proposals are considered to accord with this policy.

11.17 Policy 16 of the CPMWLP 2021 requires that the minerals and waste authority is consulted on all developments within consultation areas. No comments have been received in response. Policy 16 also sets out that development within a consultation area should not prejudice any existing or future use relating to the reason for designation of the consultation area, should not result in unacceptable amenity issues, and that regularly occupied development in Water Recycling Consultation Areas only being permitted where an odour assessment demonstrates it is acceptable. The proposed use is not considered to prejudice any of the consultation area designations, and as discussed in the amenity section below, the impact of odour has been adequately accounted for.

Conclusion on Principle of Development

11.18 On the basis of the above the principle of development is considered acceptable in accordance with Local Plan 2018 policies 15 and 41, CPMWLP 2021 policies 5 and 16.

12. Design, Scale and Layout

12.1 Policies 55 (Responding to context), 56 (Creating successful places), 57 (Designing new buildings), and 58 (Altering and extending existing buildings) seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

12.2 The NPPF provides advice on achieving well-designed places and conserving and enhancing the natural environment.

Layout

12.3 The site is currently divided into a number of businesses, each with their own access. The site is proposed to be consolidated into a single compound, with a single vehicular access off the Cowley Road turning head. A separate pedestrian and cycle access is proposed.

12.4 The majority of existing structures within the site are proposed to be removed, with the main car showroom building and garage retained, and with the car showroom extended. The majority of the site is proposed to be retained for parking and servicing.

- 12.5 Providing separate vehicular and pedestrian/cycle entrances is considered to represent an efficient design, which prioritises safe and direct access to the building for pedestrians and cyclists, and as such is supported.
- 12.6 The proposed site layout is largely guided by the retention of the car showroom and garage, and is considered to be in keeping with the existing character of the area.
- 12.7 As noted above, the emerging NECAAP envisages a densification of development in the area, including higher plot ratios, meaning a significantly increased proportion of a plot to be built form, and open hardstanding etc. reduced. Options to increase the density of the site have been explored, including provision of a multi-storey car park. The applicant has not pursued these options on the basis that any significant layout change would require the removal of existing buildings, increasing the cost and embodied carbon of any redevelopment. Based on testing by the application, the site constraints and requirement to accommodate large vehicles would make a multi-storey car park layout relatively inefficient and prohibitively expensive. A more comprehensive redevelopment once the NECAAP has established and the character of the surrounding area has begun to change, could be considered by the applicant in the future.

Scale, height, and massing

- 12.8 The existing buildings within the site are generally 1-1.5 storey, with relatively low density 1-2 storey industrial development typical of the surrounding area.
- 12.9 The proposed two storey extension to the car showroom is considered to be in accordance with the prevailing character of the surrounding area, and as such is considered acceptable.
- 12.10 The draft NECAAP suggests that heights of 3-6 storeys (10-16m) typically, and up to a maximum of 8 (25m) are likely to be considered suitable for this area. The proposals would be below this, however extensive tree planting is proposed within the site, including potential for some larger specimens, which will add scale to the site. Again, as discussed above, a more comprehensive redevelopment providing greater scale across the site can be considered in the future.

Building Design and Appearance

- 12.11 The existing garage is brick with a tile roof, whilst the car showroom and other buildings in the vicinity of the site are predominately metal clad.
- 12.12 The car showroom building is proposed to be rendered, with the contemporary two-storey extension part-rendered and part clad with vertical timber slatting. A canopy is proposed to the front of the existing showroom. Vertical timber brise soleil are also proposed in front of windows on the extension. The garage is proposed to remain largely unchanged.
- 12.13 The design of the extension is considered to be of a high-quality, with the vertical timber cladding and render softening the appearance of the building, whilst still referencing the industrial/commercial character of the site. The works to the existing car showroom are also considered acceptable, giving a coherent appearance to the building. Details of materials are proposed to be secured by way of condition (**Condition 18**).
- 12.14 Some ancillary structures are proposed within the site, including a substation and refuse store. Officers had requested that details of these be provided, however the applicant has advised the design of these if not yet available. As such it is proposed to secure these by way of a condition (**Condition 19**).
- 12.15 In terms of the layout and design of the buildings, they are designed to meet the operational needs of the City Council, with extensive welfare facilities, storage, and flexible office, meeting, and training spaces. The proposals represent a significant improvement over the existing depot, and will provide staff with a much improved working environment.

Cambridgeshire Quality Panel

- 12.16 The proposals were presented to the Cambridgeshire Quality Panel in December 2022. A summary of their key comments, and responses from officers is set out in Table 3.

Conclusion on Design

- 12.17 Overall, the proposed development is considered to represent an appropriately high-quality standard of design within its context. The site does not fully comply with the emerging NECAAP in relation to the site layout and design, however this is clearly justified in the application submission and officers consider this approach acceptable. Conditions are proposed in relation to materials, and details of ancillary structures.

Subject to this, the proposal is considered acceptable in design terms in accordance with Local Plan policies 55, 56, 57, and 58.

13. Landscape

- 13.1 Local Plan policies 55, 56, and 59 set out a number of requirements relevant to landscape works, including that development should respond positively to its context, and takes a comprehensive approach to design with landscape areas integral to the scheme. The design of landscape should incorporate consideration of accessibility and inclusivity, as well as biodiversity, and climate change.
- 13.2 As discussed above, the NECAAP envisages a substantial green corridor along the First Public Drain, providing multiple functions including supporting biodiversity, water management, and amenity.
- 13.3 The site at present is relatively open with hard surfacing used for storage and parking to much of the site. There is existing vegetation along the boundaries with the First Public Drain, together with a small area of hedging within the site itself.
- 13.4 The landscape proposals have evolved through pre-application discussions, and the application itself. Soft landscaping is proposed to be concentrated along the western boundary of the site, to supplement existing vegetation along the First Public Drain. Planting is also proposed along the site frontage, as well as throughout the car park.
- 13.5 The landscape masterplan is considered to complement the site design, with the extensive tree planting providing structure to the site, supporting biodiversity, and providing shading. Planting on the Cowley Road boundary will help to better define this frontage. Focusing soft landscape areas along the First Public Drain is also supported.
- 13.6 The urban design officer had requested details of hard surfacing, which has been provided by the applicant. Block paving is proposed to the pedestrian walkways and parking spaces, with tarmac to the roads and access routes. As the site will see regular movements by larger vehicles, the use of hard-wearing surfaces is considered acceptable. Detailed specifications are proposed to be secured by condition (**Condition 20**).
- 13.7 Following discussions with officers, the applicant has submitted a plan showing that in the north-west corner of the site, the washdown area could be relocated to elsewhere with the site, and the vacated area used

to enlarge the landscape corridor along the First Public Drain. Together with the improvements to the landscape corridor proposed as part of this application, this is considered acceptable. Given that the NECAAP is still at an early stage, and there is lack of certainty over the detail and timing of strategic proposals for green space along this corridor, officers consider that a condition to specifically safeguard this land would not comply with the 6 tests set out at paragraph 55 of the NPPF.

- 13.8 The Landscape Officer has requested details of vehicle tracking. These have now been submitted, and demonstrate that the proposed soft landscape areas can be delivered without conflicting with vehicle access requirements.
- 13.9 The landscape officer has also asked for further details of boundary planting and fencing, to ensure this is of a high quality. As the detail of the fencing type is not yet available this is proposed to be secured through a hard and soft landscaping condition (**Condition 20**). This condition also secures details of landscape maintenance and management, and replacement planting in the event any trees fail. Conditions are also proposed in related to tree pits (**Condition 11**), and biodiverse roofs (**Condition 21**). Subject to these conditions, the proposal is considered acceptable in relation to landscape in accordance with Local Plan policies 55, 56 and 59.

14. Water management, water resources, and flood risk

- 14.1 Policy 32 of the Local Plan sets out that development should mitigate the risk of flooding for the lifetime of the development, and should not increase the risk of flooding elsewhere. Policy 31 sets out that an integrated approach should be taken to water management, with water managed as close to the source as possible, including with green or brown roofs to any flat roofs. The policy also requires that where development is close to water body, it seeks to enhance that water body in terms of hydromorphology, biodiversity potential, and setting.
- 14.2 Policy 28 of the Local Plan requires non-residential buildings to include full credits for BREEAM Wat 01.
- 14.3 These policies are supplemented by the Cambridgeshire Flood and Water SPD, and paragraphs 159-169 of the NPPF.

Flood Risk and Surface Water Drainage

- 14.4 The site is in Flood Zone 1 where there is a low risk of fluvial flooding. Environment Agency mapping shows it is mostly at very low risk of surface water flooding, with small areas at low risk. A watercourse (the First Public Drain) runs along the western and northern boundaries of the site.
- 14.5 Investigations by the applicant indicate that surface water from the site currently either drains directly into the First Public Drain, or into gullies on Cowley Road, from which it is then discharged into the First Public Drain. The estimated existing run-off rate is 125litres/second.
- 14.6 The application is supported by a drainage strategy, which has been updated following comments from the LLFA. The drainage strategy proposes a series of SuDS features including attenuation basins, green/brown roofs, and rainwater harvesting, as well as underground storage crates. Due to soil conditions and the risk of contamination from activities and materials within the site, infiltration and features such as permeable paving are not considered appropriate. The proposed drainage strategy is designed to accommodate a 1-in-100-year storm event, including a 40 allowance for climate change, and reduce run-off rates to a peak of 6.2l/s. Whilst this is slightly above greenfield rates, reducing this further is not considered feasible without causing maintenance issues.
- 14.7 Surface water collected by the system will be filtered to prevent contamination of the adjacent watercourse.
- 14.8 Exceedance testing has been undertaken to ensure that in an extreme flood event which exceeds the system capacity, water is kept away from buildings and is contained within the site.
- 14.9 Following submission of additional information, the LLFA have raised no objection to the application on the grounds of surface water drainage, subject to planning conditions to secure details of surface water drainage (**Condition 17**) and the management of surface water run-off during the construction phase (**Condition 6**).

Water Resources

- 14.10 There is an existing potable water supply to the site from Cowley Road. As set out above, policy 28 requires developments to use water efficiently, including meeting the full credits of BREEAM Wat 01 category.

- 14.11 Whilst the site is using a bespoke sustainability assessment methodology, the development is targeting the full 5 credits under BREEAM Wat 01, representing a 55% reduction in water use compared to a baseline building. Water usage for the proposed development is estimated to be lower than at present. This is intended to be achieved through low-consumption fittings and appliances, as well as rainwater harvesting. The applicant has also confirmed that greywater will be used for vehicle washing.
- 14.12 The approach to the sustainable use of water is supported by the Sustainability Officer, subject to a condition to secure details of water conservation measures (**Condition 26**).

Foul Water

- 14.13 The submitted utilities statement sets out that there existing public sewers within the vicinity of the site, and it is proposed to connect into the existing network. The drainage strategy includes a calculation of estimated flows from the development. This also sets out that areas near the garage which may carry contaminants will also drain into the foul sewer. No objection has been received from Anglian Water. As the site is already developed, and water efficiency measures including water recycling are proposed, the development is not expected to have a significant impact on the volume of flows from the site.

Conclusion on flood risk and water resources

- 14.14 The proposed development is considered to adequately mitigate the risk of flooding, make efficient use of water, and mitigate the risk of pollution to nearby waterbodies and groundwater in accordance with Local Plan policies 28, 31, and 32.

15. Biodiversity and Trees

- 15.1 Policy 70 of the Local Plan 2018 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss. Policy 71 sets out that development proposals should preserve, protect, and enhance existing trees and hedges of amenity value.

- 15.2 Para 174 of the NPPF advises that decisions should contribute to and enhance the natural and local environment by providing net gains for biodiversity.
- 15.3 The Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.
- 15.4 The Environment Act requires all development to achieve a 10% biodiversity Net Gain, however this will only apply to applications submitted from early 2024.

Biodiversity

- 15.5 The application is supported by a Preliminary Ecological Appraisal as well as species specific surveys for water voles and bats. The surveys indicate that habitats on site are of low ecological value at present, however the First Public Drain Provides an important wildlife corridor. The bat survey indicates there are no roosts on site presently, however the First Public Drain is a commuting and foraging habitat for bats. Evidence of Water Voles has also been found along the First Public Drain. The site also includes potential breeding habitat for a number of birds, with species including kingfishers potentially present along the First Public Drain.
- 15.6 The Council's Nature Conservation Officer has reviewed the submitted information and is content with the survey efforts. They have requested a number of conditions to ensure habitats along the First Public Drain are protected, construction activity is undertaken in an ecologically sensitive manner, and to ensure appropriate mitigation and enhancements are put in place (**Conditions 7, 8, and 22**). An ecologically sensitive lighting scheme is also proposed to be secured (**Condition 23**).
- 15.7 A biodiversity Net Gain has been submitted. Under the assessment criteria, the site is currently considered to be of little ecological value, with a current value 0.1 habitat units, and no hedgerow units. The creation of new habitats including modified grassland, ponds, and shrubs is calculated to result in a significant net gain, of an additional 0.44 habitat units, and 0.13 hedgerow units. This represents a 451.49% biodiversity net gain. A condition is proposed to secure compliance with the proposed biodiversity enhancements (**Condition 9**).

- 15.8 Subject to the conditions discussed above, the ecological impact of the proposals and proposed mitigation and enhancement measures are considered acceptable in accordance with Local Plan policy 70.

Trees

- 15.9 An arboricultural assessment has been submitted as part of the application, with species within the site including Elder and Willow, mostly self-seeded specimens growing in cracks and between fences. This assesses that the majority of vegetation within the site is of low to poor quality, with little amenity value. The exception to this is the group of trees along the First Public Drain.
- 15.10 The proposals will involve the removal of most trees within the site, with the group along the First Public Drain retained. Significant compensatory planting is proposed throughout the site.
- 15.11 Given the low value of most of the existing trees, retention of the group along the First Public Drain, and compensatory planting, the proposals are considered acceptable in accordance with Local Plan policy 71.

16. Carbon reduction and sustainable design

- 16.1 The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption, and to ensure they are capable of responding to climate change as required by policy 28 of the Local Plan.
- 16.2 Policy 28 of the Local Plan requires that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM.
- 16.3 Paragraph 152 of the NPPF advises that the planning system should support the transition to a low carbon future in a changing climate.
- 16.4 The proposal combines a mixture of refurbishment of existing buildings, alongside new build elements, which is not something that easily fits within BREEAM assessments. As such it was agreed with the sustainability officer at the pre-application stage to use a bespoke assessment methodology.

- 16.5 The application is accompanied by a sustainability statement, and energy statement. This sets out how the development has been designed to a high sustainability standard. This includes:
- Adapting to the changing climate through using passive design features to minimise the risk of overheating, supported by dynamic thermal modelling.
 - Aiming to meet the energy and emissions targets in the emerging Greater Cambridge Local Plan, with a targeted Energy Use Intensity of 55kWh/m²/year. The design seeks to achieve this through high levels of insulation, use of heat pumps, and installation of photovoltaics.
 - Targeting maximum BREEAM water credits.
 - Minimising embodied carbon by maximising reuse of the existing building fabric, and aiming to use materials with low embodied carbon where possible.
 - Provision of charging points for electric vehicles, e-scooters, and e-bikes.
- 16.6 The application has been reviewed by the Council's Sustainability Officer who raises no objection to the proposal subject to a condition to secure the measures in the sustainability strategy (**Condition 27**) and water efficiency (**Condition 26**). They also sought clarification on options to reduce potable water demand for vehicle washing, and the application has confirmed greywater is proposed to be used for this purpose.
- 16.7 The appellant has suitably addressed the issue of carbon reduction and sustainable design and subject to conditions, the proposal is considered to comply with Local Plan policy 284 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

17. Transport and Access

- 17.1 Policy 80 (Supporting sustainable access to development) of the Cambridge Local Plan (2018) supports developments where access via walking, cycling and public transport are prioritised and accessible for all.
- 17.2 Policy 81 (Mitigating the transport impact of development) of the Cambridge Local Plan (2018) states that developments will only be permitted where they do not have an unacceptable transport impact.

- 17.3 Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within appendix L.
- 17.4 A Transport Position Statement (TPS) has been issued by the County Council regarding development in Northeast Cambridge. The County's approach is informed by the transport evidence base for the emerging NECAAP, including the A10 Study, which establishes that Milton Road is already at capacity.

Access and Transport Impacts

- 17.5 The northern arm of Cowley Road provides access to the site, with pedestrian footpath on the western side of this street. There is a pedestrian footway along the east-west section of Cowley Road, heading west. Cycle access to the site is on-road, which given the low levels of traffic is considered acceptable. A new pedestrian and cycle-access is proposed to the site, segregated from vehicular traffic. This is supported.
- 17.6 In relation to vehicular access, the site is currently accessed off Cowley from a number of points. Vehicular access is proposed to be consolidated into a single point at western end of the Cowley Road turning head. This is considered to provide a safe and convenient means of access.
- 17.7 The proposals seek to reduce vehicle trips compared to the existing depot, and this relies on staff having good access to the site. Whilst the footpath along the northern arm of Cowley Road is considered acceptable, there is no pedestrian footway heading east from the site towards Cambridge North Station. As such the County Transport Assessment Team have recommended that the proposals contribute to the delivery of a bridge connecting Cowley Road to the shared pedestrian and cycleway which runs parallel to the south. This would provide a safe and convenient off-road route for pedestrians and cyclists to both Cambridge North Station and Milton Road. This can be secured by way of a Section 106 obligation.
- 17.8 In relation to public transport, the nearest bus stop, served by the Citi 2 service, is approximately 500m away. Cambridge North Station and bus stops served by the Milton Park & Ride and Busway B are all within approximately 900m of the site. Subject to the pedestrian improvements discussed above, it is considered the site has good accessibility by public transport.

- 17.9 There is potential for Cowley Road to continue north over the first Public Drain as part of the redevelopment of the CWRC site, to provide improved pedestrian, cycle, and bus connectivity through the NECAAP area. Submitted plans show a potential route for this to be safeguarded, with the parking currently shown in this area to be relocated elsewhere within the site, which is supported.
- 17.10 In relation to trip generation and transport impacts, as set out in the submitted Transport Statement, the proposals will relocate the existing depot use from the western end of Cowley Road. The proposals will also see a rationalisation of the Council's vehicle fleet, and changes to operations, as well as no staff parking provided on site. As a result, the proposals are expected to result in a substantial reduction in vehicle trips compared to the existing depot. Vehicle trips also don't follow the standard AM and PM peaks, with activity generally earlier in the morning (6-8 AM) and then with a PM peak of around 4 PM. As such vehicle trips from the site are not considered likely to significantly contribute to peak time congestion on Milton Road and A14.
- 17.11 Travel planning is proposed to assist in compensating for the loss of on-site staff parking, with a number of measures proposed including personalised travel planning.
- 17.12 The Local Highways Authority and Transport Assessment Team have confirmed they have no objection to the scheme subject to the pedestrian and a condition to secure a travel plan (**Condition 25**).

Cycle parking

- 17.13 Appendix L of the Local Plan 2018 sets minimum cycle parking standards of 1 space per 30sqm GFA/ 2 spaces for every 5 members of staff for offices, and 1 space for every 3 members of staff for general industry. Storage and other 'B' class uses should be considered on merit.
- 17.14 32 Sheffield type cycle stands are proposed, providing 64 cycle spaces, including 2 spaces for non-standard cycles. The cycle parking requirement for an equivalent office or industrial use would be 42 or 66 cycle parking spaces. On this basis, the level of cycle parking proposed is considered acceptable.
- 17.15 Cycle parking will be conveniently and securely located by the main building. Showers, lockers, and a drying room are also proposed within the main building. A condition is proposed to secure the details of cycle parking, including stands and secure enclosure (**Condition 24**).

Car parking

- 17.16 Appendix L of the Local Plan 2018 sets maximum car parking standards of 1 space per 40sqm GFA for offices and general industry, and 1 space per 100sqm GFA for storage uses. Accessible parking should represent at least 5% of capacity from the outset, with a further 5% future provision.
- 17.17 As set out above, no staff parking is proposed on site, with the exception of 3 accessible parking bays. 90 parking spaces are proposed of varying sizes to accommodate fleet vehicles.
- 17.18 A further 14 parking spaces are proposed for motorcycles and scooters.
- 17.19 The removal of staff parking is proposed to be supported by changes to operations, including a move for staff to park their work vehicles at home, allowing them to travel directly to job sites. As well as walking and cycling, there are a range of transport options available to access the site including bus and rail services, and the Milton Park & Ride, where services start from 6:45 AM. On this basis the level of parking provision is considered acceptable, subject to a travel plan and pedestrian and cycle connectivity improvements discussed above.

Conclusion on Transport and Access.

- 17.20 The site is considered to be in a sustainable location with good access via public transport. Subject to improvements to pedestrian and cycle connectivity, and travel planning, the development is considered acceptable in relation to transport and access in accordance with Local Plan policies 80, 81, and 82.

18. Amenity and Environmental Health

- 18.1 Policy 33 of the Local Plan sets out that development proposals should demonstrate there will be no adverse impact to occupiers, surrounding uses, or the wider environment from contamination, supported by an appropriate level of assessment.
- 18.2 Policy 34 sets out that development proposals should demonstrate that lighting proposals should be minimum required for tasks and safety, minimising light pollution and an impact on amenity and ecology.
- 18.3 Policies 35 and 36 set out that development should not result in adverse impacts amenity, health, on the wider environment from noise and

vibration, air quality, odour, or dust. Any impact should be appropriately mitigated.

Neighbouring properties

- 18.4 There are no residential uses in close proximity to the site, with the nearest dwellings off Fen Road being over 300m away. As such the proposals are not likely to have any impact on existing residents during construction or operation.

Odour

- 18.5 The site lies within close proximity to Cambridge Water Recycling Centre (CWRC). The CWRC is due to be relocated as part of the wider redevelopment of the area. However, there is no formal approval for the relocation yet therefore there is an ongoing odour impact associated with the use. Cambridge City Council commissioned a [Technical Note](#) on odour and Cambridge water recycling centre study to understand the impact on development in this interim period. This study is a material consideration in determining planning applications.
- 18.6 The Technical Note includes a map showing contours for likely odour exposure. The site is in zone 6. Low sensitivity receptors such as industrial uses are considered likely to be appropriate. The expansion of other business uses can be acceptable subject to appropriate mitigation, and allowing external seating.
- 18.7 The application is supported by an Air Quality Assessment which includes consideration of odour. This sites out that mitigation is proposed in accordance with the Technical Note, with the building fully mechanically ventilated, with air filtered to remove odour and pollutants. A condition is proposed to secure submission details of the mechanical ventilation and filtration system (**Condition 12**).
- 18.8 Outdoor seating is shown on the proposed plans. As the Technical Note recommends outdoor seating is not provided due to odour levels in this area, a condition is recommended to defer the provision of outdoor seating unless and until the use of the current CWRC ceases (**Condition 29**).

Noise and Vibration

- 18.9 During construction, given the industrial nature of the area, and absence of nearby residences, noise and vibration from construction activity is

unlikely to be a significant nuisance. Standard conditions are proposed in relation to construction hours and piling (**Conditions 15 and 16**) to manage the impacts of construction activity.

- 18.10 As the building is proposed to be insulated and mechanically ventilated, and given the proposed use of the site, it is not considered likely that will be significantly affected by noise from nearby uses.
- 18.11 The proposed use is a potential source of noise, and a standard condition is proposed to ensure any plant equipment does not increase noise levels (**Condition 13**).
- 18.12 As discussed above, the NECAAP proposes significant change in the surrounding area, with a residential-led redevelopment of the CWRC proposed, and the potential for residential development within the Cowley Road industrial estate. The proposed Operational Hub use will result in noise from loading of vans, vehicle movements etc. throughout the day, and early in the morning. Whilst fencing and planting can potentially provide some mitigation, it is not feasible to fully mitigate this.
- 18.13 As discussed above, the NECAAP proposals carry only limited weight at this stage, and no residential development has been permitted close to the site. As such it is not possible to assess the likely impact on any
- 18.14 Paragraph 187 of the NPPF is clear that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established, and that the onus is on any new development to provide suitable mitigation (the 'agent of change' principle). As such the layout and design of any residential development close to the site in the future will need to incorporate appropriate mitigation.

Light Pollution

- 18.15 A lighting statement has been submitted setting out the design principles for proposed site lighting, including that it should be sufficient for its purpose, directed downward, and designed to avoid spillage. As no details of the positions and types of lighting have been submitted, a condition is proposed to secure this detail (**Condition 23**).

Contamination

- 18.16 A Preliminary Contamination Risk Assessment has been submitted as part of the application. This identifies the potential for contamination to be

present, associated with current and historic industrial and commercial uses within the site and surrounding area, and that an intrusive investigation will be required to establish what remediation is required.

- 18.17 The Council's Environmental Health team have reviewed this report and consider it adequate. They have recommended a series of conditions to secure an investigation and subsequent remediation (**Conditions 3 and 4**), as well as the reporting and remediation of any unexpected contamination (**Condition 5**).
- 18.18 Based on the submitted information, the Council's Environmental Health team have recommended conditions are applied relating to remediation method statement, and unexpected contamination.

Air Quality

- 18.19 Construction activity has the potential to generate dust. The Environmental Health team have recommended a condition to secure dust control measures to mitigate this (**Condition 14**).
- 18.20 The site is not within an Air Quality Management Area, however there is potential for development to contribute to poor air quality, particularly from vehicle emissions. As set out in the Air Quality Assessment, electric vehicle charging points are proposed. 20 7kW charging columns are proposed to be installed, serving 40 parking spaces. Provision for the future installation of a further 6 20kW charging columns, serving another 12 parking spaces is proposed. Passive provision for future installation of chargers to other spaces is also proposed. This is considered acceptable by officers, and is proposed to be secured through a condition (**Condition 28**).

Conclusion amenity and environmental health

- 18.21 The application has been considered by the Environmental Health team, who have no objection to the scheme, subject to conditions. Subject to these, the potential impact of the development on amenity, human health, and the environment is considered to have been adequately considered in accordance with Local Plan policies 33, 34, 35, and 36.

19. Heritage assets

- 19.1 Policy 61 of the Local Plan requires development proposals to conserve and enhance the historic environment.

- 19.2 There are no Listed Buildings, Scheduled Monuments or Conservation Areas within or close to the site.
- 19.3 An archaeological desk-based assessment has been undertaken, and accompanies the application. This finds there is likely to have been prehistoric and Roman activity in the area, however any buried remains are likely to have been removed from activity related to quarrying and a sewage works.
- 19.4 The County Archaeological team have reviewed the application and have no objection to the scheme, and do not recommend any conditions. The application is not considered likely to cause any harm to heritage assets and is considered compliant with Local Plan Policy 61.

20. Utilities

Electricity

- 20.1 A new connection to the electricity network will be required to serve the development, with capacity of 1410kVA required to meet loads from the buildings as well as electric vehicle charging. UKPN has confirmed to the applicant that this can be provided. A new substation is proposed to serve the development, to be located in the south east corner of the site.

Gas

- 20.2 The development is proposed to be gas free.
- 20.3 Cadent Gas have advised that they have existing infrastructure in the vicinity of the site, and have recommended an informative to alert the applicant to their safety requirements.

Digital Infrastructure

- 20.4 There are existing Openreach connections to the site, with underground cables to the car showroom and overhead wires to the maintenance building. New underground provision is proposed to serve the development, to accommodate provision from multiple service providers.

21. Other Matters

Safety and Security

- 21.1 A number of security and safety measures are proposed, including secure perimeter fencing, and site lighting.
- 21.2 The Police Architectural Liaison Team note that based on their date the site is at medium risk to the vulnerability of crime. They have made a number of recommendations to reduce the risk of crime.
- 21.3 The recommendations of the police are covered by other conditions, or relate to details which would not normally be controlled through the planning system.

Waste Management

- 21.4 The application is accompanied by a Waste Management Statement. This sets out the potential sources and volumes of waste generated by the development, and how they are proposed to be managed. This includes measures to manage any hazardous waste. The proposals are considered acceptable and adequately considers the environmental risk from any waste generated or stored on site.

22. Planning obligations (S106)

- 22.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests, then it is unlawful. The tests are that the planning obligation must be:
 - a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 22.2 The appellant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.
- 22.3 Policy 85 states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

Heads of terms

- 22.4 The County Council Transport Assessment Team note that the limiting of parking on site and promotion of sustainable travel modes will result in an increase in staff accessing the site by foot and by bike. High quality pedestrian and cycle routes to the site are therefore important. They have therefore requested £17,000 towards the delivery of a sustainable travel connections in the surrounding area. This is planned to support the delivery of a bridge between the east-west section of Cowley Road and the shared footway/cycleway which runs parallel to the south.
- 22.5 The planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with Local Plan policy 85.

23. Planning balance

- 23.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 23.2 The development proposals are considered to be in general accordance with the policies of the development plan.
- 23.3 The NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 23.4 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development.
- 23.5 The benefits and dis-benefits of the development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.

Economic Objective

- 23.6 The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.
- 23.7 The proposed development will provide a permanent operational hub for various city services, supporting approximately 200 jobs and making an important contribution to functioning of the city, including maintenance of public spaces, housing, and other premises.
- 23.8 The development will generate jobs and economic activity, both directly and through the supply chain, during construction. The development will also free up the existing depot site for redevelopment.

Social Objective

- 23.9 The NPPF places a clear emphasis on the importance of supporting strong, vibrant and healthy communities.
- 23.10 The city services which are proposed to operate out of the site provide significant social benefits, including through the maintenance of open space and housing. The proposed development will also provide a considerable improvement in welfare facilities for staff compared to the existing depot site.

Environmental Objective

- 23.11 The NPPF places a clear emphasis on protecting and enhancing the built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 23.12 The proposed operational hub will support the transition to 'net-zero,' through low-embodied and operational carbon use for the buildings within the site, and supporting the electrification of the operational vehicle fleet. The development will promote the use of sustainable modes of transport for staff. The proposals will also support a significant biodiversity net gain, reduce the risk of flooding, and improve water management.

Conclusion

- 23.13 Overall, the proposed development will bring significant measurable economic, social, and environmental public benefits which accord with the three dimensions of sustainable development set out in the NPPF.

- 23.14 With regard to the NECAAP, there are areas of conflict, as discussed above. However, the NECAAP can only be afforded limited weight at this stage, the development is required to meet operational needs, and the applicant has sought to comply with the NECAAP as far as practical and provided justification for why they cannot comply with all elements.
- 23.15 In the planning balance, officers consider that, in this case, the proposed development will bring significant social, economic and environmental benefits that accord with the three dimensions of sustainable development.
- 23.16 Having taken into account the provisions of the development plan, the NPPF and PPG, section 70 of the Town and Country Planning Act 1990, section 38[6] of the Planning and Compulsory Purchase Act 2004, and the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions.

24. Recommendation

24.1 Approve planning application 23/01878/FUL subject to:

- A. The conditions and informatives as detailed in this report, with delegated authority to officers carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission; and
- B. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

25. Conditions

Time limits

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).

Approved Drawings

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.

Phase 2 Site Investigation

3. No development shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:
 - a) A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
 - b) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

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

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

Contamination Verification Report

4. The development shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

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

Unexpected Contamination

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

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

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

Construction Surface Water Run-off

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts

Landscape and Ecological Management Plan

7. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following:
 - a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed. (Cambridge Local Plan 2018 policy 57).

Construction Ecological Management Plan

8. No development shall commence (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:
 - a) Risk assessment of potentially damaging construction activities.
 - b) Identification of biodiversity protection zones.
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The location and timings of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policy 57).

Biodiversity Net Gain

9. No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to

and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

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

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

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

Materials Management Plan

10. No material for the development (or phase of) shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:
- a) details of the volumes and types of material proposed to be imported or reused on site
 - b) details of the proposed source(s) of the imported or reused material
 - c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
 - d) results of the chemical testing which must show the material is suitable for use on the development
 - e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

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

Tree Pits

11. No development shall take place, other than demolition, 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. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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).

Mechanical Ventilation

12. Prior to the commencement of development, details of the operational hub office building mechanical ventilation and odour abatement / filtration system for the purpose of extraction, abatement and filtration of odours associated with the existing - Anglian Water wastewater treatment plant / works, shall be submitted to and approved in writing by the local planning authority. The details shall include location of air intake and outlet points, specifications and drawings (including location plans) for the odour abatement / control technology to be installed, and an Odour Management Plan for the building, which should incorporate full details of the maintenance and repair requirements for the odour abatement / control system.

The approved extraction/filtration, odour abatement / control scheme and Odour Management Plan shall be installed and implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect amenity and human health (Cambridge Local Plan 2018 policy 35 and 36).

Plant Noise

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

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

Dust

14. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

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

Piling

15. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

Development shall be carried out in accordance with the approved statement.

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

Construction Hours

16. No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, , unless otherwise previously agreed in writing with the Local Planning Authority.

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

Surface Water Drainage Details

17. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a

statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Drainage Strategy, Mott Macdonald, Ref: 100109015, Rev: P02, Dated: October 2023 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) 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;
- f) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Permissions to connect to a receiving watercourse or sewer;
- i) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

Materials

18. No development shall take place above ground level, other than demolition, until details of the materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 and/or 58).

Ancillary Structures

19. No development of any ancillary structures as shown on the approved plans, including the substation and external stores, shall commence until full details of that structure have been submitted to and approved in writing by the Local Planning Authority. The details submitted should include plans and elevations, specifications, and external materials and finishes..

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

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

Hard and Soft Landscaping

20. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) 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;
- b) 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;
If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.
- c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected,
- d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

The submitted boundary treatment details submitted under part c) shall show that high-quality fencing such as a vertical bar or mesh fencing is to be used to the Cowley Road frontage, and not a palisade type or similar security fence.

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works 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.

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

Biodiverse Roofs

21. Prior to any development above ground level, except for demolition, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority.

Details of the green biodiverse roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),
- c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,

- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,
- e) A management/maintenance plan approved in writing by the Local Planning Authority,

All works shall be carried out and maintained thereafter in accordance with the approved details.

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

Nest Boxes

22. Prior to any development above ground level, except for demolition, a scheme for the provision of nest boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. No building/the use commenced until nest boxes have been provided in accordance with the approved scheme.

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

Lighting

23. No lighting shall be installed until an ecologically sensitive external lighting scheme has been submitted and approved in writing by the local planning authority. The lighting scheme shall be designed in accordance with the principles and recommendations contained within the submitted document "Cambridge Operational Hub; RIBA Stage 2 - Lighting Statement; Revision P1 (Document Reference 100109015 | 012 | P1 | 100109015, Mott MacDonald)," and the Preliminary Ecological Appraisal by MKA Ecology both received

15.05.2023. The scheme as approved shall be maintained and retained thereafter.

Reason: To protect amenity and ecological interests (Cambridge Local Plan 2018 policies 36 and 57).

Cycle Parking

24. The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store, and details of the cycle stands. The development shall be carried in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

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

Travel Plan

25. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority, in accordance with the principles set out in the Draft Travel Plan by Pell Frischmann received 15.05.2023. 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 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).

Water Efficiency

26. Prior to the occupation of the development, a water efficiency specification based on the BREEAM Wat01 Water Calculator Methodology shall be submitted and approved in writing by the local planning authority. This information shall demonstrate the achievement of 5 credits for water efficiency (Wat01) and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure the development makes efficient use of water and promotes the principles of sustainable design and construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Sustainability Strategy

27. The development hereby permitted shall be designed and built in accordance with the targets included in the Bespoke Sustainability Assessment Matrix as set out in the Cambridge City Council New Operational Hub – Sustainability Statement, April 2023, Lansdowne Warwick. All measures shall be implemented in full prior to the occupation of the development.

Reason: To ensure the development makes efficient use of water and promotes the principles of sustainable design and construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

EV Charging

28. The electric vehicle charge points and associated infrastructure shall be installed and operated in accordance with the electric vehicle charge point scheme detailed within the document “Cambridge City Council New Operational Hub; Sustainability Statement”, Reference CCCHUBSS0532v2 (Lansdowne Warwick, 17th April 2022) and as shown on drawing no. 3068-LAN-00-00-DR-A-0110-P09; “Proposed Site Plan” (Lanpro, August 2022). The details as approved shall be maintained and retained.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, Policies 36 and 82 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

External Seating

29. Notwithstanding the approved plans and landscaping details, no external seating shall be installed until the Anglian Water wastewater treatment plant / works (and associated sources of odour) have been decommissioned and / or removed.

Reason: To protect amenity/human health (Cambridge Local Plan 2018 policy 35 and 36).

Informatives

Cadent Gas

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the

year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

S106 agreement

This permission is accompanied by a s106 agreement

Background papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs

26. Appendices

Appendix 1 – Application Documents

The application is supported by:

- Existing and Proposed Plans
- Design and Access Statement
- Planning Statement
- Preliminary Ecological Appraisal
- Water Vole Survey
- Bat Survey
- Biodiversity Net Gain Assessment
- Arboricultural Assessment
- Sustainability Statement
- Energy Statement
- Utilities Statement
- Transport Assessment
- Draft Travel Plan
- Archaeological Desk Based Assessment
- Air Quality Assessment
- Preliminary Contamination Risk Assessment
- Waste Management Plan
- Drainage Strategy
- External Lighting Statement
- Acoustics Strategy Report

Appendix 2 – Cambridgeshire Quality Panel Report