



## **23/00835/FUL – Taylor Vinters Merlin Place, 460 Milton Road, Cambridge**

**Committee Date:** 24th January 2024

**Report to:** Joint Development Control Committee

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

**Ward:** East Chesterton

**Proposal:** Demolition of 2,730 sqm (GIA) office building (use class E(g)(i)) and erection of 13,096 sqm (GIA) of research and development accommodation (use class E(g)(ii)), including ancillary accommodation broken down as follows:

- i. Office accommodation (4,648 sqm)
- ii. Laboratory space (4,388 sqm)
- iii. Café (161 sqm)
- iv. Ground floor car park incorporating 37 no. car parking spaces.
- v. Plant space (924 sqm)
- vi. 304 cycle parking spaces
- vii. Access and circulation areas, engineering works and footpaths/cycleways
- viii. Drainage and servicing infrastructure, and
- ix. Hard and soft landscaping.

**Applicant:** Kadans Science Partner 9 Limited

**Presenting officer:** Mike Huntington, Principal Planner, Strategic Sites Team

**Reason presented to committee:** This application was deferred from 21<sup>st</sup> October 2023 JDCC, and this addendum report addresses the issues raised at that Planning Committee.

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

**Key issues:**

1. Addressing the reasons why the scheme was deferred.

**Report contents:**

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**Appendices**

1. 21<sup>st</sup> October 2023 officer report

**Recommendation: APPROVE** application 23/00835/FUL subject to:

- (i) Conditions and informatives as detailed in the original report **together** with additional conditions in the addendum report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:
- (ii) The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, secure and complete such an Agreement and any others considered appropriate and necessary to make the development acceptable in planning terms.

**The proposal**

1. This application was deferred at the meeting of the Joint Development Control Committee (JDCC) held on 21<sup>st</sup> October 2023.
2. At that meeting a number of points of concern were raised by members of the committee which resulted in the application being deferred. The extract from the minute is identified under 3 (a & b plus numbers i-v) below.

3. To defer the application

(a) for want of further information/clarity from the applicant; and  
(b) to allow the applicant to reflect upon and provide further details to Officers on the following points raised by Members:

- i. The access to the building for pedestrians and cyclists (including those with limited mobility) should be improved.
- ii. A review of proposed cycle paths and navigation; cycle parking facilities, evaluate car parking arrangements.
- iii. To adopt an active transport led cycle first approach and that consideration given to provide scooter parking.
- iv. A public realm review which should have regard to landscaping and the need to retain existing landscape features wherever possible.
- v. Building design, massing, colour and use of materials specifically in regard to its relationship with the surroundings and to overheating. The production of an updated sustainability strategy and water efficiency providing details of existing and proposed water use with further details of infrastructure requirements to ensure delivery of the water efficiency credits.

These were categorised under the following elements:

- A. Access to the building for cyclists, pedestrians and mobility scooters, and review of car parking arrangements – with ‘parity of esteem’ between cyclists, cars and pedestrians;
- B. A review of the public realm, landscaping, with the need to retain existing trees and hedge;
- C. Building design, colour and materials, vertical public realm; and
- D. Updated sustainability strategy and water use strategy details.

4. The applicant has responded to those points as follows:

Access to the building for cyclists, pedestrians and mobility scooters, and review of car parking arrangements – ‘parity of esteem’ between cyclists, cars and pedestrians;

5. All the steps have been removed in the two locations where they were previously located, and have been replaced with accessible ramps.

6. The external cycle stores have been removed and all the long stay cycle parking is now located within the building footprint, with a reduction in car parking spaces from 45 to 37 to allow this to happen. Some visitor cycle spaces will be located outside the building within the public realm. The scheme shows where e-scooter parking places could be located. It is recommended that a scheme for the detailed provision and management of e-scooter and hire bike spaces will be required by planning condition **[Additional Condition 32 - scooter and hire bikes]**.
7. The primary entrance for cycle parking within the building will now be located to the front of the building, via a 3m wide entrance corridor, directly linked to the Cowley Road pedestrian and cycle crossing and connected to the forthcoming section of the Waterbeach Greenway on the eastern side of Cowley Road. It is understood that works to the greenway will start in 2024. Notwithstanding the timetable for the implementation of the greenway, the development has been designed to work with or without it and does not prejudice its future delivery.
8. Cycle access for cycle parking within the building will also be provided via the car park entrance. It is considered that this will be a safe route given the relatively small number of cars using and sharing this space and because the design of the space promotes low motor vehicle speeds.
9. The car park entrance onto Cowley Road will be designed to prioritise pedestrian and cycle movements to create a shared space approach to the design of the public realm.

Public realm, landscaping, need to retain existing trees and hedge;

10. The scheme has been amended to retain 8 more existing trees and hedge along Cowley Road.
11. The internal ground floor layout has been significantly amended resulting in a shorter length of 'inactive' frontage along Cowley Road.
12. The active edges to the building frontage have been extended by 18 metres along Cowley Road at both ground and first floor level by extending the colonnade along this elevation and reconfiguring the internal spaces, and this has enabled a more active public realm to be created.
13. Additional hedging has been proposed along Milton Road, and with the removal of the external cycle stores, this has enabled more hedging and

areas of public realm and landscaping to be provided in the space to the north of the building.

14. Additional seating is proposed next to the sunken SUDs feature to the south of the site.

15. New trees will be planted within a structured root zone that will ensure these trees will have better space to grow, which will ensure resilient tree root protection. This will be secured by condition 20 hard and soft landscaping.

Building design, colour and materials, vertical public realm; and

16. The ground and first floor have been amended to provide a more active glazed elevation, ensuring that this is clearly identified as the front of the building.

17. Staff amenity space has now been provided to the South facade in the form of balconies at the 2nd to 6th floors.

18. A glazed 'ribbon' has been proposed that now links the ground floor with the vertically stacked balconies on the south together with the Lantern feature at roof level.

19. A green roof has been added to the roof of the back-of-house space at the first floor.

20. The overall materials palette and design approach aims to create a distinctive building on a prominent site at North East Cambridge. The additional condition 33 – colour scheme will allow for further adjustment and refinement of the materials palette including the final colour of the building. [**Additional Condition 33 – colour scheme**].

Updated sustainability strategy, water use strategy details.

21. In addressing the issue of overheating, the applicant has, during the RIBA Design Stage 2 process, completed the solar irradiance mapping and detailed solar gain analysis.

22. In response to this modelling, the overhanging roof of the 'lantern' was developed to provide passive solar shading, and the lantern overhang has been designed to provide significant shading to the top floor.

23. During RIBA Stage 3, the applicant will undertake dynamic thermal modelling to refine the glazing detail of the lantern feature in line with the overheating hierarchy including a glazing specification, the introduction of opaque elements, and further opportunities for external shading. This will be the subject of further detail to be secured by planning condition [**Additional Planning condition 34 – external shading detail**].
24. In relation to water use, the proposed development will achieve 5 credits under BREEAM Wat 01 based on the following methodology:
- a) Specification of low control sanitary fittings and required flow restrictors.
  - b) The use of a grey water harvesting system. The specific design of the grey water harvesting system will be developed in Design Stage 3 to maximise the reuse of grey water to reduce the demand on potable water consumption. This will be secured by planning condition [**Additional Condition 35 – grey water**]
  - c) The potential use of rain water harvesting will also be explored in Design Stage 3. This will be secured by planning condition [**Additional Condition 36 – rain water harvesting**]
25. In addition, the project will also provide linked water monitoring and water leak detection. Flow control devices linked to occupancy detection will also be provided for WC and shower areas.
26. The potable water consumption will be reviewed against the RIBA climate challenge and target performance and in addition, water metering will be included for tenant floor plates.
27. A planning condition will be required to ensure that the water efficiency measures are implemented [**Additional Planning condition 37 – water efficiency post completion certificate**].

## CONCLUSION

28. In assessing all the changes that the applicant has made to the proposal, it is considered that the applicant has satisfactorily addressed the issues that were raised at the meeting of the JDCC on 21<sup>st</sup> October 2023.

## RECOMMENDATION

Approve subject to planning conditions as listed in the 21<sup>st</sup> October 2023 officer report attached, and the following additional planning conditions as referred to in this addendum report –

## ADDITIONAL CONDITIONS

### **32. e-scooters and hire bikes**

No development shall be occupied until a scheme for the management of e-scooters and hire bikes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: to ensure the effective management of e-scooter and hire bike provision, in accordance with Policy 82 of the Cambridge Local Plan 2018.

### **33. Materials - colour scheme**

Notwithstanding the approved plans, no development above base course shall take place until a materials colour scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that an appropriate colour scheme for the building is approved, in accordance with Policy 57 of the Cambridge Local Plan 2018.

### **34. Overheating to the lantern feature**

No development above base course shall take place until a scheme to ensure the prevention of overheating in the lantern feature of the proposed building is submitted and approved in writing by the Local Planning Authority. The scheme shall be implemented before the occupation of the building.

Reason: To ensure that an appropriate level of information is submitted to ensure that any potential overheating issues are addressed in the design of the building, in accordance with Policy 57 of the Cambridge Local Plan 2018.

### **35. Grey water recycling scheme**

No development above base course shall take place until a scheme for grey water recycling has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that an appropriate scheme for grey water recycling as proposed in the submitted Sustainability Strategy is implemented, in accordance with Policy 28 of the Cambridge Local Plan 2018.

**36. Rain water recycling scheme**

No development above base course shall take place until a scheme for rain water recycling has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that an appropriate scheme for rain water recycling as proposed in the submitted Sustainability Strategy is implemented, in accordance with Policy 28 of the Cambridge Local Plan 2018.

**37. Water efficiency completion certificate**

No development shall be occupied until a water efficiency post completion certificate has been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the water efficiency measures detailed in the submitted Sustainability Strategy have been implemented, in accordance with Policy 28 of the Cambridge Local Plan 2018.