



<b>Planning Committee Date</b>	24 July 2024
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference</b>	24/00622/FUL
<b>Site</b>	Westbrook Centre Milton Road Cambridge Cambridgeshire CB4 1YG
<b>Ward / Parish</b>	West Chesterton
<b>Proposal</b>	Demolition of existing buildings, retention and re-use of part of the undercroft parking structure, erection of employment floorspace (Class E(g)) and cafe (Class E(b)) and alterations to the site layout including revised car and cycle parking, new drainage, associated hard and soft landscaping with a play area, and associated accesses and infrastructure works.
<b>Applicant</b>	Forge bio no.4 GP LTD acting in the capacity of general partner of forge bio no.4 L.P
<b>Presenting Officer</b>	Alice Young
<b>Reason Reported to Committee</b>	Third party representations Wider concern
<b>Member Site Visit Date</b>	-
<b>Key Issues</b>	1. Highways and Transport (connectivity) 2. Amenity
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions / S106

**1.0 Executive Summary**

- 1.1 The application seeks planning permission for the demolition of existing buildings, retention and re-use of part of the undercroft parking structure, erection of employment floorspace (Class E(g)) and cafe (Class E(b)) and alterations to the site layout including revised car and cycle parking, new drainage, associated hard and soft landscaping with a play area, and associated accesses and infrastructure works.
- 1.2 Officers have identified that the proposed development would result in a minor level of harm to daylight to a bedroom and living kitchen dining room contained within Emmanuel House block of flats. This would mean that these rooms would likely experience a noticeable reduction in daylight and would likely appear gloomier as a result of the development.
- 1.3 However, officers consider that there are significant public benefits to the proposal which outweigh the minor amenity harm to result in officers being able to support the development. These public benefits include but are not limited to:
- making more effective use of brownfield employment land
  - boosting the supply of much needed office / R&D / lab space in a highly sustainable location
  - creating of circa 1,050 Gross FTE jobs during operation, plus additional construction jobs
  - being of high-quality architectural design which preserves and enhances the setting of the conservation area
  - creating a series of useable and multi-functional public spaces (including a new public play and games area with design input from Milton Road Primary School)
  - EV charging that can be used by the community
  - Social outreach programme
  - delivering a modal shift to more sustainable and active transport modes
  - providing high quality cycle parking designed with the users' journey in mind to promote active travel
  - achieving a target BREEAM rating of 'Excellent'
  - reducing in water use compared to the existing buildings
- 1.4 Overall officers consider that the proposal would result in a high-quality development which would have a positive social, economic and environmental impact. Therefore, Officers recommend that the Planning Committee **APPROVE** the application subject to conditions and S106 obligations.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area	x	Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	
Building of Local Interest	x	Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

- 2.1 The site is a brownfield employment site, comprising four three storey 1980s office blocks with undercroft parking, arranged to create internal courtyards. The existing buildings are encircled by Westbrook Drive which serves as the sole access to the Lilywhite Drive residential development to the north-west. Along the southern and northern and part of the western and north-eastern boundaries are mature trees. These are not protected but do fall within the application site.
- 2.2 The site falls within the Mitchams Corner Opportunity Area (policy 22) and adjacent to the Mitchams Corner District Centre. Directly east of the site along Westbrook Drive, there are four two and a half storey residential dwellings. To the east of the site fronting Milton Road within the District Centre, there are two storey semi-detached properties which are a mix of residential and commercial uses, six of which are BLIs (nos. 9-19 (odd) Milton Road). In contrast to these domestically scaled buildings, to the north-east adjacent is the Cambridge Manor Care Home and Fellows House Hotel which are four storeys in height and span a larger footprint.
- 2.3 To the north, along Gilbert Road, the form reverts back to a domestic scale comprising two storey detached and semi-detached dwellings set back from Gilbert Road that have a well vegetated character. To the west, there is the Lilywhite Drive residential development which is comparatively higher density, with two blocks of flats sited directly adjacent to the site totalling five storeys, and three storey townhouses.
- 2.4 To the south-west are the Victoria Homes Almshouses which are single storey in scale and noted as important to the character and appearance of the conservation area. Corona Road, which comprise two and three storey Victorian terraced dwellings, is located to the south of the site. The Student Castle student accommodation scheme abuts the boundary to the south.

2.5 The Castle and Victoria Conservation Area boundary skirts the southern site boundary so the site can be seen within and forms the setting of the conservation area. The most notable views are from Corona Road to the south and from Victoria Road/ the Victoria Homes site to the south-west. Victoria Homes Almshouses site also is designated as protected open space (LP policy 67) and is categorised as private amenity green space.

### **3.0 The Proposal**

3.1 The proposal seeks planning permission for the demolition of existing buildings, retention and re-use of part of the undercroft parking structure, erection of employment floorspace (Class E(g)) and cafe (Class E(b)) and alterations to the site layout including revised car and cycle parking, new drainage, associated hard and soft landscaping with a play area, and associated accesses and infrastructure works.

3.2 The proposed development would provide 34,284 sq. m GIA of floorspace (excluding undercroft car parking areas) for R&D life science use which is projected to deliver over 1,000 full time jobs. The development comprises three buildings connected via a 'platform' ground floor extension above the retained undercroft/ semi-basement level. Within the ground floor platform, there would be a communal reception and publicly accessible café that has spill out seating on the terrace.

3.3 The buildings proposed have been designed to:

- be BREEAM excellent standard
- be optimised for operational and climate adaptability with a +120-year life (evidenced by the whole life carbon strategy)
- use 39% less water than the existing, by incorporating measures such as rainwater harvesting for an autonomously irrigated landscape
- create a modal shift towards sustainable and active travel to and from the site

3.4 Surrounding the buildings the public realm will be re-landscaped into four character gardens which include a play area, outdoor working areas and active leisure areas. Westbrook Drive and vehicular access to Lillywhite Drive will be upgraded as part of the development, as well as the provision of a new pedestrian access link to Lillywhite Drive. The proposal provides 192 car parking spaces including 88 electric vehicle spaces (a net reduction of 95 spaces compared to existing) and 864 cycle parking spaces, a net increase of 814 spaces.

3.5 The application has been amended to address representations and further consultations have been carried out as appropriate.

3.6 The proposal has evolved collaboratively through a planning performance agreement (PPA) pre-application process with the applicant and their design team. The application has been through a thorough design process with multiple pre-apps, a Disability Panel, Design Review Panel (Appendix

A), Development Control Forum (Appendix B) and Pre-app Member Briefing.

3.7 The application is accompanied by the following supporting reports:

- Air Quality Assessment;
- Arboricultural Assessment including Tree Survey
- Archaeological Assessment;
- Bat Survey Report;
- Biodiversity Net Gain Report (including metric);
- Construction Environmental Management Plan
- Circular Economy and Whole Life Carbon Assessment;
- Daylight and Sunlight Assessment;
- Demolition & Environmental Management Plan;
- Design and Access Statement (including access strategy),
- Lighting Strategy;
- Drainage Strategy (including SuDS and FRA);
- Economic Statement;
- Energy Statement;
- Fire Technical Note;
- Health Impact Assessment;
- Heritage, Townscape and Visual Appraisal;
- Landscape Masterplan and Report;
- Noise Impact Assessment;
- Planning Statement;
- Preliminary Ecological Assessment;
- Solar Glare Report;
- Statement of Community Involvement;
- Sustainability Assessment;
- Transport Assessment;
- Travel Plan; and
- Water Assessment.

#### 4.0 Relevant Site History

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
23/04680/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Partial demolition of existing buildings and erection of new floorspace (within Class E(g)) above retained basement level and alterations to the site layout including revised access arrangements, hard and soft landscaping and associated infrastructure works.	Screening not required

23/02142/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Partial demolition of existing buildings and erection of new floorspace (Class E) above retained basement level and alterations to the site layout including revised access arrangements, hard and soft landscaping and associated infrastructure works.	Screening required
22/50543/PREAPP	Demolition and redevelopment of existing buildings.	Pre-app amber

4.1 The proposed development has been screened twice. The first screening opinion concluded that as there was insufficient evidence to demonstrate no to harm the water environment or that sustainable water supplies can be provided, the development is considered EIA development. The proposal was re-screened with submission of a water resources assessment. As this assessment demonstrated that the proposed development, through mitigation measures, would decrease the potable water demand below that of the existing site usage, officers then concluded that the development would now be unlikely to have significant adverse impacts on the environment / water resources.

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

ODPM Circular 06/2005 – Protected Species

## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development  
Policy 2: Spatial strategy for the location of employment development  
Policy 14: Areas of Major Change and Opportunity Areas  
Policy 22: Mitcham's Corner Opportunity 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 42: Connecting new developments to digital infrastructure  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 58: Altering and extending existing buildings  
Policy 59: Designing landscape and the public realm  
Policy 60: Tall buildings and the skyline in Cambridge  
Policy 61: Conservation and enhancement of historic environment  
Policy 64: Shopfronts, signage and shop security measures  
Policy 65: Visual pollution  
Policy 69: Protection of sites of biodiversity and geodiversity importance  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 72: Development and change of use in district, local and neighbourhood centres  
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

## **5.3 Neighbourhood Plan**

N/A

## **5.4 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016

Health Impact Assessment SPD – Adopted March 2011  
Landscape in New Developments SPD – Adopted March 2010  
Open Space SPD – Adopted January 2009  
Public Art SPD – Adopted January 2009  
Trees and Development Sites SPD – Adopted January 2009  
Mitcham’s Corner Development Framework SPD (2018)

## 5.5 Other Guidance

Castle and Victoria Road conservation area (adjacent to, not within)

## 6.0 Consultations

### 6.1 County Highways Development Management – No Objection

6.2 No objection subject to the below conditions:

- Traffic management plan condition
- A condition restriction of demolition/ construction vehicles
- A condition requiring the provision of a new pedestrian and cycle link connecting the site to Corona Road

### 6.3 County Transport Team – No Objection

6.4 **(28<sup>th</sup> March) Holding objection:** The Proposed Development will provide circa 24,498 sqm NIA floor space and is assumed to have a maximum occupancy of 1,626 people. This maximum occupancy has been calculated based on the following: Office - 1 employee per 11 sqm; and Lab - 1 employee per 20 sqm (assumed 1 per 28 sqm GEA and NIA:GEA ratio of 70%). This has been calculated using the Greater Cambridge Employment and Housing Evidence Update (2023) and is acceptable. Further information should be provided detailing the daily 24 hr trip generation totals for both the existing and proposed development, broken down by mode, as well as the peaks that have already been provided. The TA should provide further info on what facilities are at the local bus stops, in terms of RTPI, shelters etc and whether any further improvements can be made.

6.5 To support sustainable travel, the Proposed Development will provide 864 cycle parking spaces which is an overprovision of 409 spaces based on policy requirements for employees Westbrook Centre, Milton Road, Cambridge 24/00622/FUL City 2654 TRANSPORTATION COMMENTS PREPARED BY: Transport Assessment Team DATE: 28th March 2024 2 and 47 spaces from the policy requirements based on floor area. This approach is supported by CCC to ensure adequate cycle parking is available. In accordance with the CCC Local Plan, the Proposed Development will have no net increase in car parking, and instead decrease from the existing provision (287) to provide circa 192 car parking spaces, the equivalent to one space per 158 sqm. This approach is in accordance with the plans for the local area.



- 6.6 Recommended conditions:
- Travel Plan
  - Parking Management Plan
- 6.7 Recommended contributions:
- For future car parking restrictions (and any potential extensions to the controlled parking zone, if displacement occurs)
  - GCP sustainable transport improvements on Milton Road or Mitchams Corner
- 6.8 **2<sup>nd</sup> Comment (11<sup>th</sup> June)**: No objection subject to the recommended conditions and contributions.
- 6.9 The additional information now provides all trip generation information requested and it shows that there are currently 2,6161 all mode two-way trips over the duration of the day. The proposed development would generate a total of 2,504 all mode daily two-way trips. Further information has been provided regarding bus links. Additional information was provided about car parking and this is accepted and further management details can be decided upon by the applicant for the parking management plan once the building has been built.
- 6.10 Active Travel England – Deferral**
- 6.11 As far as can be determined from the submitted documents the application does not provide sufficient information for Active Travel England (ATE) to be assured that the design of the development, proposed active travel infrastructure and travel plan will create an environment that supports and embeds active travel. The high number of daily cycle trips (1,000) is ambitious but is unlikely to be realised unless approach to off-site / access infrastructure matches the on-site ambition. ATE supports the recommendations made by the highway authority for conditions and obligations and understands that details are being discussed.
- 6.12 No details have been provided of any changes to the access of Westbrook Road with Milton Road, while it is understood from the text that a discussion was had with the highway authority and there was no requirement for a side road treatment, it appears that there may be a need to connect with the proposed crossing of Milton Road and ensure that cyclists from the east can access the site in a location where the proposed bus lane, floating bus stop, pedestrian/cycle crossing, landscaping and access make a complex layout.
- 6.13 No detailed layout with dimensions of the proposed internal access road could be found in the submitted documents. While ATE supports the prioritisation of pedestrian and cycle movement there appears to be discrepancies between the drawings and text as to what is provided. It is not clear the extent of footway provision, whether the intention is to

provide on road cycle lanes or that cyclists mix with traffic and the design will prioritise them as stated in the transport assessment. It is not clear what traffic calming is to be provided to ensure the 20mph is adhered to or whether any crossing points are to be provided. In accordance with NPPF paragraph pedestrians and cyclists should be given priority (116) and clear and accurate plans should be provided (140). The designs should accord with LTN1/20.

**6.14 Lead Local Flood Authority – No Objection**

6.15 No objection subject to the below conditions:

- Surface water drainage condition
- Surface water run-off management plan
- SuDs survey
- Green roof informative
- Pollution control informative

6.16 The submitted documents demonstrate that surface water from the proposed development can be managed through the use of a combination of blue and green roofing, tanked permeable attenuation, and geocellular attenuation, discharging surface water from site via flow control at 19.5l/s into the existing surface water sewer. This is substantial betterment from the existing brownfield site. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

**6.17 Environment Agency – no comment.**

**6.18 Anglian Water – No Objection**

6.19 No objection subject to:

- A surface water drainage condition
- Several informatives regarding:
  - notification for connection to public sewer
  - protection of existing assets
  - building near a public sewer
  - adoption

6.20 Foul water: The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission. The sewerage system at present has available capacity for these flows.

6.21 Surface water: The Flood Risk Assessment and SUDs Strategy states that the discharge rates onto Anglian Water surface water network would be one of 5l/s and one of 19.5l/s onto the existing storm system as an overflow. We require a drainage strategy clearly detailing where in the Anglian Water the point of connections will be. Anglian Water will only permit the greenfield rate 1 in 1 year discharge rate. If the developer is proposing to utilise the existing connections, we would require evidence of the existing connections and existing discharge rates. We would therefore recommend that the applicant consults with Anglian Water. Further assessment is required to establish whether network reinforcement is required, please note that this assessment and any necessary reinforcement work will be at the developers cost. This can be secured via planning condition.

## **6.22 Urban Design – No Objection**

6.23 1<sup>st</sup> Comment: No objections subject to the below conditions:

- Architectural details at 1:20 scale
- Materials
- Sample panel
- Elevations of building 3
- Rooftop plant
- Signage

6.24 The new building will replace a somewhat tired looking 1980s blocks, and although a minor change is sought to the elevation of Block 3, as outlined above, the design represents a higher calibre of architecture. Additionally, the proposals offer improvements to the public realm and landscaping, as well as enhanced public access and provision of facilities.

6.25 Scale and massing: The blocks closest to the conservation area have been designed to be lower, with the tallest block (Block 3) situated towards the north end of the site. Additionally, Blocks 2 and 3 feature setbacks and terracing to minimize the visual impact of their height and massing, while also addressing residential amenity. It is regrettable, however, that the terracing isn't more substantial, as this would further reduce the massing and provide more outdoor work areas. Nevertheless, the proposed measures adequately address concerns regarding the height and massing of the proposals.

6.26 2<sup>nd</sup> Comment: The applicant has submitted a revision to the north elevation of Building 3 in response to a comment made on the original submission. The proposed amendment is acceptable.

**6.27 Access Officer – no comment**

**6.28 Conservation Officer – No Objection**

6.29 No objections subject to a brickwork condition.

- 6.30 The site is directly adjacent to the Castle and Victoria Road Conservation Area. The main concern with the proposal is the impact that the development would have on views out of the conservation areas.
- 6.31 View 10: This view is through the Victoria Homes towards the existing buildings and is highlighted on the Castle and Victoria Road Conservation Area Appraisal as a view which detracts. It is agreed that the red brick of the existing development attracts the eye and detracts from the Victoria Homes buildings which are depicted as Buildings Important to the Character in the appraisal.
- 6.32 The new proposals are of greater height and massing, but with layering and a more appropriate tone of materials, being more considerate of the location, it means that this view is greatly changed from the existing. With the buildings being of greater height and mass, even with the layering of the floors, with the blocks getting higher as they are further into the site away from the conservation area, it would not be considered that the new development would be an enhancement. However it is not considered that it has any greater impact on the character or appearance of the conservation area than the existing situation because it would still be read as being in the background of the Victoria Homes with material tones which work better with those properties which are Buildings Important to the Character.
- 6.33 View 11: This view is down Corona Road. The proposed new development is of greater height and massing than the existing. It sits just above the tops of the trees, replacing one modern development with another. Although this is a change of view it is not considered that it would be detrimental to the setting of the conservation area. It is of greater height than the existing, but the proposed new development is articulated and the tone of the materials is more akin to the historic buildings in the local area. Again this is a change to the views out of the conservation area which would not be enhanced by the proposals due to the new massing and height, but it would not be any more detrimental than the existing view.
- 6.34 It is considered that the proposal will preserve the setting of the conservation area for the reasons set out above. The proposals will meet the requirements of Local Plan policy 61 for the reasons set out above.
- 6.35 County Archaeology – No Objection**
- 6.36 The Archaeological Desk Based assessment indicated that we may recommend archaeological field investigation due to the potential for early medieval surviving deposits. However, due to the nature of the very significant disturbance this site has seen in the post medieval period our assessment of the potential indicates that potential for survival is negligible and therefore further work would not be proportional.
- 6.37 Senior Sustainability Officer – No Objection**

- 6.38 1<sup>st</sup> Comment (20/03/2024): No objection subject to conditions requiring:
- BREEAM design stage certification
  - BREEAM post construction certification
  - Water calculator
  - Rainwater harvesting
  - Water metering
- 6.39 The approach to sustainable design and construction and water use are all welcome. However, Wat04 credit for water efficient equipment is not being targeted and it is recommended that this is met. Other lab spaces across the city are targeting this BREEAM credit. It is noted that the developer remains open to other mitigation measures related to water efficiency, with reference made to collaboration in chalk river restoration projects.
- 6.40 2<sup>nd</sup> Comment (30/04/2024): The applicant has confirmed that Wat04 credits related to water efficient equipment is targeted in terms of irrigation, which is welcomed. Process loads have not been included as the final tenant is not yet known. In order to secure the most efficient equipment possible as part of the tenant fit out, a planning informative is recommended.
- 6.41 Landscape Officer – No Objection.**
- 6.42 1<sup>st</sup> Comment: Throughout the process, Landscape has had concerns about the impact the height and scale of Building 3. It is considered that the building form has reached an acceptable form and design, but that the presence of the plant screen has a negative impact. While at each iteration, the impact lessened by degrees, it is considered that the final state has not achieved enough betterment to mitigate the impacts which arise in Views 6 and 7.
- 6.43 View 6 is a representative view from the public footway along Gilbert Road at Gurney Way. We requested it as a representative view for not only the public interface but also to interrogate the level of impact for the residential amenity of the houses seen in the view. It is clear that the building has been amended to step back and provide a good level of articulation. This is diminished by the diagonal axis on which the building is viewed which enhances the sense of scale and dullness of the plant screen which causes the negative impacts. It is considered that the plant area for Building 3 must be set back further, be lower or more focused so that it does not appear as another storey to the building.
- 6.44 View 7 is a very similar situation. The additional plant screen on the building which is again experienced on a diagonal enhancing the sense of scale, puts the impact of the development over the top.
- 6.45 Landscape considers that reductions/amendments to the plant screen to Building 3 to reduce the overall sense of height, mass and bulk at the

highest levels of the proposals is needed to achieve acceptability. It is understood that the proposals are speculative and therefore predicting what will be needed in the way of plant is unknown but it is considered that limits to what is achievable on the roofscape is needed to address this concern.

- 6.46 View 10. Landscape does not have concerns over the heights and scale in this view but is mindful that tree planting plays a central role in mitigating the impact by enhancing the separation of the forms of the new buildings and the existing Almshouses. Tree planting is not as dense as expected in this area which we would like to strengthen a bit more but will likely be seen in more detail under the Hard and Soft Landscape condition.
- 6.47 The landscape design is complex and designed to work hard and has been achieved through successful dialogue during the preapplication process. Landscape has no concerns with the overall design and concept, though there is a sense that some details will need to be worked out under condition.
- 6.48 Overall, the proposals are generally acceptable, though landscape has concerns over the impacts on Townscape that the plant screen on Building 3 has. It is felt that this could be addressed prior to determination or under a bespoke condition which should aim to regulate the amount of plant screen as well as the height and materiality of it.
- 6.49 2<sup>nd</sup> Comment (09/05/2024): No objection subject to conditions. The amendments have not made any changes to the plant screen but it has provided us with the requirements of the plant spaces. It is considered that while there is a negative impact to the presence of the plant screen which are illustrated in Views 6 and 7, there is scope for the screen to have less horizontality than shown in the elevational views. Given the urban nature of the surrounding context, it is considered that a condition which can allow us to consider option for materiality and shape and thus give the plant screen more architectural quality would be an acceptable mitigation.
- 6.50 Recommended conditions:
- Hard and soft landscaping
  - Tree pits
  - Biodiverse roof
  - Rooftop plant - bespoke
- 6.51 Ecology Officer – No Objection**
- 6.52 Subject to conditions requiring submission of:
- Construction ecological management plan
  - Lighting design strategy

- BNG plan
- Ecological enhancement plan

6.53 Neither the Preliminary Ecological Appraisal nor the Bat Survey Report identified any requirement for a protected species licence to be obtained prior to works commencing. Non-licensable avoidance and mitigations are proposed to remove any residual risk of harm or disturbance of protected species. The BNG plan submitted shows a minimum of 10% BNG delivered which is acceptable.

**6.54 Natural England – no comment**

**6.55 Tree Officer – No Objection**

6.56 Significant tree removal is required to accommodate the development. However the majority of removals are internal and their wider landscape value is limited. In addition the layout accommodates replacement planting, including locations for trees of stature, that will mitigate the loss of the canopy cover in the long-term.

6.57 Recommended conditions:

- Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP)
- Council Tree Officer site meeting
- Tree protection implementation
- Replacement planting if trees are removed that were proposed to be retained

**6.58 Environmental Health – No Objection**

6.59 1<sup>st</sup> Comment (20<sup>th</sup> March): Insufficient information. Further information required regarding air quality impacts arising from the operation stage of development and the noise impact arising from the service yard.

6.60 (3<sup>rd</sup> May): Insufficient information. The noise impact assessment demonstrates an adverse noise impact to the nearest noise sensitive receptor locations, particularly at the north service yard. Recommends applying character corrections and reassess, clearly identifying what the noise impacts would be to the nearest residential windows with consideration of these being open and appraise / include provision of an acoustic screen along those nearest boundaries, and clearly demonstrate what impact this will have in terms of noise attenuation at receptor locations behind it.

6.61 2<sup>nd</sup> Comment (12<sup>th</sup> June): **No objections** subject to conditions.

6.62 The ‘excess over rating’ at the site boundary of the north service yard remains +8dB. As an additional suggestion, the latest evidence proposes to reduce the number of allowable LGV deliveries to the north service yard from 2 per hour to 1 per hour which, by calculation, will result in a

reduction of up to 4dB on the 'excess over rating'. This is welcomed and, when considering the restrictions already committed to (northern service yard is restricted to avoid large HGVs; liquid nitrogen deliveries will be restricted to the southern service yard only; deliveries will not be made outside of daytime or late evening and trolley and roll cages will incorporate polyurethane wheels), we consider this latest proposal to be a reasonable compromise.

**6.63 Recommended conditions:**

- Unexpected contamination
- Material management plan
- Odour control
- Demolition environmental management plan
- Construction environmental management plan (compliance)
- Plant/ equipment noise assessment and insulation scheme
- Noise impact assessment for the play area
- No music in external amenity area / play area
- Restricted hours for external amenity / play area
- Servicing and delivery management plan
- Site wide deliveries and collection hours
- EV charging (compliance)
- Artificial lighting

**6.64 Police Architectural Liaison Officer –No Objection**

6.65 The site falls within an area of high risk to vulnerability for crime. This is already a very permeable location, I agree with the comments from the residents of Corona Road, there are enough access points towards the school there would not be a requirement to increase the risks for crimes to be committed with the introduction of an additional, access route. Our recommendation would be not to add any additional footpaths to the area. Current video surveillance systems should be extended to ensure that the bicycle parking facility is within view of the cameras. Sheffield stands should be secured into the ground (not bolted down) as per Secured by Design guidelines. Advise on external doors, windows and security glazing certification standards. I believe this re-development could achieve the "Secured by Design" (SBD) commercial 2023 accreditation with consultation.

**6.66 Fire Authority – No Objection**

6.67 There is currently a quantity of 6 private fire hydrants on site and these will need to be retained, if not then there will need to be a condition applied to ensure enough fire hydrants are installed to cover the premises.

**6.68 S106 Officer – No Objection**



- 6.69 Given the scale of the proposed development on this site, it is proposed that the City Council requests:
- £100,000 (plus indexation) towards the provision of and / or improvement to and enhancement of the off-site infrastructure facilities at Jesus Green (including the open space facilities and Rouse Ball Pavilion) to mitigate the impact of increased use from the development and the net increase of employees using the site.
  - Submission of a Construction Employment and Skills Plan (prior to development) and implement for no less than 20 years from first use
  - Submission of an Occupation Employment and Skills Plan (prior to first use) and implement for no less than 20 years from first use
  - Submission of a Community Access Agreement (prior to first use)
  - £2,200 for monitoring and administration of S106
  - A further additional fee of £500 for each instance where the Council is required to provide written confirmation of an obligation.

**6.70 Disability Panel Meeting of 5 September 2023**

6.71 The Chair advised that:

- patches of light and shade can be confusing to those who are visually impaired, and that they can sometimes be minimized by shading on the glass or netting.
- in the reception area particularly, it is quite important to have a have a good colour contrast between the areas and the dropped kerb, as well as a loop on the reception.
- hybrid designs for changing rooms and toilets and offered to send the applicant details of this.

6.72 Consultation had taken place with the nearby sheltered alms houses and that, although they are not seeking a direct connection with the site, they would welcome the opportunity to use it.

6.73 Blue badge parking will be located in the basement and that visitors with Blue Badges will be able to park nearer the entrance. A taxi drop off and accessible drop off would be along Westbook Drive, and there would be provision for mobility scooters.

**6.74 Design Review Panel Meeting of 14<sup>th</sup> September 2023**

6.75 The project is a well-considered 'Factory for Science' that has sought to integrate landscape and buildings. The Panel concludes that the scheme ought not only to be flexibly designed but that it should better recognise

the site's unique location and lean into its predominantly residential, mixed use surrounding context. The overriding impression of the proposal is that all of the buildings are in the centre of the site and the community has to move around it. An analysis and balance of public and private spaces, alongside the creation of pedestrian connections would help the building to integrate into its context. With the café being the only built element that serves the community, adding other commercial uses such as a creche and/ or a gym - that also create employment - should be considered.

- 6.76 There has been some strong thinking around sustainability, retrofit and hybrid solutions although as yet, the Panel is not convinced that in sustainability terms, it really would be better to demolish the existing buildings. In sustainability terms too, the transport strategy presented is not progressive; there is too much car parking and not enough cycle parking proposed. The development deserves to be car-free.
- 6.77 In conclusion, the Panel questions several fundamental issues arising from the proposal:
- Why the three buildings are joined together by a central podium;
  - The use of the under-croft for car and cycle parking;
  - Plant being placed on the roof of each building, when the rooftops could have a range of uses, including extensive on-site renewable energy generation with more PVs, workspace, and open space for employees to enjoy views; and
  - The scale, height and massing remain unresolved for building 3 – more work is required in terms of its proportions, and the extensive setbacks/ terraces that are currently difficult to read.
  - The lack of on-site co-located / shared community uses serving employees and the resident population in the local area.
- 6.78 A copy of the review letter is attached in full at appendix A.
- 6.79 Development Control Forum (DCF) of 16<sup>th</sup> April 2024**
- 6.80 There were two petitions heard at the DCF and these were for and against the potential introduction of pedestrian and cycle links to the site from Corona Road and Gilbert Road.
- For
- 6.81 24/00622/FUL fails to provide new pedestrian access to the Westbrook Centre from Gilbert Road, Corona Road and Lilywhite Drive that are included in the Mitcham's Corner Development Framework. These links would serve to improve the walking network in the area, enabling quicker and safer walking routes (especially for children walking or cycling to nearby schools), reducing congestion and air pollution. The application therefore does not meet policy 5, 22 and 80 of the Cambridge Local Plan

(2018). These links should be delivered, wide and well-lit with good sightlines and natural surveillance.

Against (link to Corona Road)

6.82 The cut-through to Corona Road was removed from the original proposal after the developer consultation period based on strong, united objection from local residents. The cut-through would be unsafe, inappropriate, and not in keeping with Cambridge planning policies.

6.83 A copy of the review letter is attached in full at appendix B.

## **7.0 Third Party Representations**

7.1 100 representations have been received.

7.2 Those in objection have raised the following issues:

### Highway safety and connectivity

- One way in and out for residents of Lilywhite Dr and for contractors during construction
- How will the access to Lilywhite Drive be managed during construction
- Link to Gilbert Road should be provided to increase permeability and a safe route to Chesterton Community College for residents
- Link to Corona Road and Lilywhite Drive should be provided which are included in the Mitchams Corner Development Framework
- Links provide a vital opportunity to avoid the dangerous pinch-point in front of Portland Arms
- Links will reduce car use and enhance the sense of community cohesion without having an adverse impact on privacy.
- Any security concerns can be mitigated by good-quality CCTV, designing paths for visibility, and lighting
- It fails to provide new pedestrian access to the Westbrook Centre from Gilbert Road, Corona Road and Lilywhite Drive that are included in the Mitcham's Corner Development Framework. These links would serve to improve the walking network in the area, enabling quicker and safer walking routes (especially for children walking or cycling to nearby schools), reducing congestion and air pollution.
- Prioritising cars over pedestrians and cyclists
- increased vehicle movements will increase motor vehicle movements, increasing noise, pollution and danger to pedestrians
- As the links are not provided, the development doesn't comply with Policy 5, 22, and 80 and with Policy AT10 in relation to Active travel
- Object to the links being provided as it would push traffic into residential streets and increase the use of a dangerous entrance on the gyratory as it is a blind corner (Corona Road)

- Safety concerns with the links being provided as it could lead to increased conflict as the streets are narrow
- Additional crime and perception of safety – agree with the designing out crime officer. more vulnerable to antisocial behaviour.
- The inclusion of these cut throughs without addressing the issues of the gyratory will not provide safe and appropriate access. Adding another entry point for pedestrians and cyclists directly onto a dangerous and unsuitable gyratory which has limited visibility from Corona Road does not constitute promotion of sustainable modes of transport.
- Corona Road is a narrow cut-de-sac with narrow pavements and leading to minimal space for turning vehicles if the link is provided. It would be unable to safely support any increase in either cycle or pedestrian traffic. The junction between Corona Road and the gyratory is as previously stated difficult and dangerous especially for cyclists and pedestrians.
- The Milton Road Westbrook Drive junction will become a choke point with the increased traffic
- A Lilywhite Drive to Chesterton Community College link should be provided
- The routes if provided would not be overlooked outside of working hours and so would not be safe outside of these times
- How long is the community meant to use this unsafe cut-through before safety and sustainability changes are able to begin in Mitcham's Corner?
- Question the need for the cut through and how useful it will actually be to the community
- Concern that electric scooters would use the cut through which would result in conflict
- Taking the cut-through recommendation in isolation 10 years later is non-sensical and dangerous - it would merely add more traffic to the most unsafe segment. Unfortunately the Mitcham's corner redevelopment plan has stalled and shows no signs of progressing, and it should therefore not be considered in the current debate.
- Walking isochrones for a 20 minute journey are circular with no clear bias East vs West.

#### Amenity

- Scale would result in an impact to residents' views, daylight and sunlight for Lilywhite Drive and Emmanuel and Fellows House
- Daylight and sunlight report states windows would be impacted but discounts the impact due to the balconies and also they assume bedrooms need less light than living spaces and additionally implies they know how the rooms in each individual apartment in Fellows and Emmanuel Houses and the affected houses are used.
- Student accommodation on Milton Road should be given the same weight as dwellings – there will be a light impact.
- Scale is intrusive to residents

- Noise impact to Corona Road residents if link down Corona Road was delivered
- Noise impact – working hours need to be reduced, no working on weekends and bank holidays
- Noise impact from plant and deliveries/ servicing which faces Emmanuel House
- Noise and dust impact from demolition and construction – independent environmental monitoring agencies should be used
- The noise assessment relies on Lilywhite Drive flats having ‘high embedded sound insulation’ but this is an assumption. Limited analysis has been provided on the impact here.
- Loss of privacy resulting from the increase in glazing and the loss of vegetation to make way for the Corona Road link
- Loss of light to Student castle scheme
- potential toxic air disposal or contamination to the residential area
- require assurance that no parking and no lorries or machinery will be allowed on Lilywhite square or elsewhere on the estate and that there will always be free passage to and from the Lilywhite estate for residents.
- drainage and other services, including sewage, internet and electricity will be compromised by major works on the site
- noise from the play area to Lilywhite Drive residents and the Fellows Hotel
- access during construction will need to be managed affectively to ensure ease of access for parents and children at pick up and drop off

#### Scale

- Strongly object to the scale, not in keeping with the area
- Does not comply with the Design Code for this area of the city which states that West Chesterton should retain mid rise character and justification should be given for an increase in height, scale and form
- Solid screen or acoustic louvre proposed 4m above roof level increasing height further
- Impact of the scale on Lilywhite Drive green space, it would be obstrusive

#### Miscellaneous

- How is contractor parking going to be manged
- Can Lilywhite Drive residents use the EV chargers and the parking outside of work times?
- Skips should not be stored in Lilywhite Drive
- No turning should take place in Lilywhite Drive
- The play area should be designed to prevent children from unintentionally moving out into the road to Lilywhite Drive
- Asbestos contamination should be clearly communicated on how it will be mitigated and reported. No asbestos risk assessment has

been undertaken and independent monitoring should be carried out.

- Independent environmental monitoring agencies should be engaged to ensure transparency and accountability
- Could plant be moved to undercroft level away from residents
- Could living walls be used to shield the plant area
- Consultation of residents was not long enough
- Limited information on the occupiers of the building and the specific building use and layout
- Inaccuracies in the CEMP
- The consultants consistently under-played the extent of opposition to the proposal for more access to and from the development both in informal feedback and surveys from the earliest point among those directly affected by the proposal. Many residents of Lilywhite Drive entirely support the position of Corona Road residents opposed to the proposal, others do not.
- If there becomes an oversupply of life science uses, security difficulties may become a reason this site does not thrive.
- 17 Milton road requests access to the site from their rear garden for services
- High and strong boundary treatments
- The design faults of the existing buildings have been exaggerated to make demolition seem inevitable. It could be adapted for re-use.
- Object to it being flexible and it being changed to residential.
- it is imperative that any 'public' spaces being proposed in this plan indeed remain public in perpetuity. Previously there have been issues with Westbrook centre management and administrative staff being extremely unwelcoming to residents of Lilywhite drive walking through.

7.3 Those in support (30) have raised cited the following reasons:

- creating a Life Science hub within the centre of Cambridge is a positive redevelopment of the Westbrook site
- Access is fine as it is
- Love the design of the buildings, the café idea and green space provision
- Lilywhite Drive should only have a single access to ensure security and peaceful character
- It is dismaying that many of the objections listed in this application (approx. 50%) have come from people who do not live in the area and will therefore not be impacted by their demands.
- For cyclists (both adults and children) commuting down Victoria Road and using a hypothetical Corona Road cut-through to access their workplace at the Westbrook Centre or Chesterton/Milton Road schools there is no safe way for them to make the return journey. During rush hour, they would cycle through the Corona Road cut-through and, due to the flow of traffic on a one way system, be unable to turn right to go back up Victoria Road. Many would

instead turn onto the very narrow footpath, not only in breach of the highway code but also forcing and endangering pedestrians/pushchairs etc coming in the opposite direction into the road.

- Without significant changes to Mitcham's Corner this would not be safe for either pedestrians
- Love the design of the buildings, the café and green space

## **8.0 Local Interest Groups and Organisations / Petition**

8.1 Camcycle has made a representation objecting to the application on the following grounds:

- Without the improvements to walking and cycling links, the proposal would have no positive contribution to the city
- Only 75% of cycle parking is secure
- Guest cycle parking is not convenient, it is either up a narrow and inconvenient ramp or up a number of steps
- The cycle spaces to the rear of the site are unlikely to be used if the links to Corona and Gilbert Road are not delivered
- While the target mode share of 75% is admirable, without the required improvements to the walking and cycling network the target will not be achievable.
- Monitoring and management through a travel plan is important to create an environment which encourages cycling first and then monitor the demand to adjust provision accordingly.
- The high use of two tier stands devalues the experience for cyclists.

8.2 Better walking for West Chesterton, Camcycle and Living Streets have also objected to the application for the following reasons:

- The lack of cycle and pedestrian links means that the development fails to promote active travel.
- The block surrounding the Westbrook Centre is impermeable, with poor links to get to local schools and the rest of the city. This disproportionately affects young children, the elderly and disabled people.
- Mitchams Corner SPD seeks to improve connectivity and proposes new pedestrian and cycle links through the area, including four connecting the Westbrook site.
- The Fellows Hotel site was meant to provide a link and the Westbrook Centre owners prevented this being delivered.
- The application is the last opportunity to deliver these links.
- Over 350 signatures in favour of the new walking links.
- Attractive and well-connected permeable streets encourages walking and cycling, in turn improving health, reducing energy use, traffic and pollution. This increases road safety, personal security, strengthens communities and encourages a pride in and sense of ownership of the environment.

- Quicker journey times and more public benefit for the community facilities provided on site.
- Safety concerns raised by third parties can be overcome through design interventions, such as CCTV, managed access and wide open links.

8.3 Victoria Homes (charity providing sheltered housing for elderly) have made a neutral representation:

- The proposed new building is clearly a very large replacement building.
- It would be helpful to have some additional elevations showing the height of the proposed buildings in relation to the height of the buildings surrounding the site.
- request that the additional tree stock to be planted are as mature as possible from the outset, so as to minimise the visual impact
- materials should minimise the visual impact
- noise during construction and operation (both in long and short term)
- request temporary screen along the site boundary to minimise noise and dust during construction
- construction hours should not include weekends
- support the Corona Road residents in asking for the Mitcham's Corner upgrading work to be completed before any access links are considered
- concerned that the Homes current parking facilities will be abused with unauthorised parking as a result of the inadequate car parking provision on the Westbrook Centre site.
- S106 funding to assist the Homes in resolving parking problems and abuse of the Homes parking facilities
- 

8.4 Cambridge Past, Present & Future have objected to the application:

- welcome the retention of the existing basement and substructure but remain of the opinion that the least environmentally damaging approach to this site is to retrofit the building.
- support the target of achieving BREEAM excellent and the measures to reduce water use.
- Conservation area impact and impact on Victoria homes - the height and width of the building does not compliment the built form and scale of Victoria Homes
- The appreciation of Corona Road properties would be overshadowed by the scale and mass of the proposal
- the proposed development is contrary to Policy 61 as its height and massing do not contribute to local distinctiveness and do not complement or respect the form and scale of the buildings in the Conservation Area adjacent the site.
- the Council ensure that this space is sufficient to allow the proposed trees to grow to maturity.
- Question whether the rooftop planting would be achievable



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

## **9.0 Assessment**

### **9.1 Principle of Development**

9.2 The proposed development demolishes the existing office buildings, while retaining the existing semi-basement car park, and erects three connected office / lab buildings to create a life science campus.

9.3 Paragraph 85 of the NPPF states decisions should help create the conditions in which businesses can invest, expand and adapt and requires significant weight to be given to the need to support economic growth and productivity, taking into account local needs and wider opportunities for development. Paragraph 87 continues to state that decisions should recognise and address the specific locational requirements of different sectors, including making provision for clusters or networks of knowledge and data driven, creative or high technology industries. NPPF paragraph 123-124 also promotes an effective use of land in meeting the need for homes and other uses and supports development of under-utilised land.

9.4 Policy 2 (spatial strategy for the location of employment development) requires employment development to be focused on the urban area, Areas of Major Change, Opportunity Areas and the city centre to foster the growth of the Cambridge Cluster of knowledge-based industries and institutions. Policy 2 goes on to state that proposals that help reinforce the existing Cambridge high technology and research cluster will be supported.

9.5 The site falls within the Mitchams Corner Opportunity Area and the proposal seeks to redevelop the site for life sciences, which aligns with the overall spatial strategy for employment, given its location in the Mitchams Corner Opportunity Area, and supports the Cambridge Cluster by providing office/ lab space for the life science sector. The development clearly reinforces the growth of the high tech and research cluster.

9.6 Furthermore, the Greater Cambridge Employment Land (2023) identifies demand for lab space is at an all-time high with a severe shortage of available lab move in space within the district. Immediately available space has fallen to almost 0 against the background of high demand. The proposed development, while supporting the growth in the overall high tech and research and development sector, would also meet some of the acute need for lab space in Greater Cambridge in a highly sustainable almost city centre location.

9.7 Policy 41 protects against the loss of employment space and Policy 40 supports the development and expansion of business space firstly within

the city centre, Eastern Gateway, areas around the two stations, Biomedical campus and West Cambridge, and secondly in other areas elsewhere in the city on its merits. The site falls outside of the designated areas for expanding business space listed in policy 40 and therefore has to be assessed on its merits as to whether it is a suitable location for the expansion of business space.

- 9.8 The site falls approximately 300m north of the city centre as designated in the Cambridge Local Plan Policies Map and is in a highly sustainable location connected by walking, cycling and bus networks. The site is already in office use and currently supports the neighbouring district centre of Mitchams Corner. Moreover, policy 2 encourages employment development in Opportunity Areas such as Mitchams Corner.
- 9.9 Policy 22 designates Mitcham's Corner as an Opportunity Area and supports development which promotes and coordinates the use of sustainable transport modes, contribute to the creation of a sense of place and deliver local shops and services. The Mitchams Corner SPD, which is referenced in policy 22, designates the application site as a potential redevelopment opportunity. The proposal promotes sustainable transport modes through its modal shift away from cars and towards active travel modes, it contributes to a sense of place by virtue of the architectural and landscape design of the development and it delivers services such as high-tech employment, a café, play area and amenity area.
- 9.10 It is therefore clear that for the reasons outlined above, the site is a suitable location for the expansion of the employment use and policy supports the enhancement of high tech and research based employment in sustainable locations such as this. Officers consider that the proposed development will positively contribute towards the Local Plan target to deliver at least 22,100 new jobs by 2031, while enhancing the Cambridge Cluster and supporting the vitality and vibrancy of the neighbouring Mitcham's Corner district centre.
- 9.11 The principle of the development is acceptable and in accordance with policies 2, 22, 40, 41 of the Cambridge Local Plan (2018), the Mitchams Corner SPD and the NPPF.

#### **9.12 Design, Layout, Scale and Landscaping**

- 9.13 Policies 55, 56, 57, 58 and 59 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. Policy 56 states that developments should embed public art as an integral part of the proposals as identified in the Council's Public Art SPD. Policy 60 requires any proposal for a structure that is taller than the surrounding built form to be considered against a rigorous set of criteria to ensure the scale is appropriate and retains the character and appearance of the Cambridge skyline.

- 9.14 The proposed development retains the existing semi-basement car park and erects new build office accommodation / life science laboratory space on top of the existing semi-basement car park. The new building would comprise three blocks of different height which are linked at the basement and upper ground 'podium' level'. This podium level would include shared facilities and a community café. The proposal retains the main vehicular access into the site via Westbrook Drive which continues to the north and north-west to serve Lilywhite Drive a residential development which comprises townhouses and flats to the north-west and west of the site. Enhanced public realm around the building is proposed that includes landscaped areas for outdoor working, exercising and playing which will be accessible to both the public and employees.
- 9.15 The existing buildings are 3 storey in height plus undercroft car parking and have an insular arrangement with the building blocks enclosing raised courtyards. The buildings are fully encircled by Westbrook Drive with large ground level car parking to the north and south corners of the site, creating a site which is predominantly hard landscaped. It is considered that the existing building and site is not well designed and is a harsh and unfriendly environment, particularly for cyclists and pedestrians.
- 9.16 The proposed building comprises three blocks joined by a raised single storey podium above the basement; these blocks range from 3-5 storeys in height plus basement with block 1, the southern block being 3 storeys plus basement, block 2, the south-western block 4 storeys plus basement and block 3, the northern block being 5 storeys plus basement. The blocks closest to the conservation area have been designed to be lower, with the tallest block (Block 3) situated towards the north end of the site. All buildings have setbacks and terracing to minimize the visual impact of their height and massing and integrate the development into its surrounding context. Urban Design are satisfied that the site can accommodate this scale of development without harm to the character of the area and the proposed scale is contextually appropriate. The Landscape Officer raised some concern regarding the visual appearance of the rooftop plant screen in views from Gilbert Road and Milton Road but recommends that the screen can be altered to reduce its impact to an acceptable degree through changes to its materiality, shape and detailing. Officers agree that a condition to require the submission and approval of the plant screen will ensure that the plant screen is designed to reduce its visual impact and ensure its architectural quality.
- 9.17 The overall appearance of the proposed development is high quality with the creation of a welcoming arrival plaza and a lightweight the podium connecting the three architecturally attractive but differing blocks that connect functionally and visually to the landscape. The blocks have been carefully designed to break down their massing through architectural detailing, terracing and materiality. The Urban Design Officer requested changes to the increase in the amount of glazing on the two upper floors of block 3 to achieve a better solid to void ratio. This change has been

made and officers are satisfied that this issue has been addressed. The Urban Design Officer is satisfied that the proposed development has been well-designed to successfully respond to its context and integrate into the landscape and public realm. Officers are therefore satisfied that criterion a, c and e of policy 60 have been adhered to, as the LVIA and drawings submitted demonstrate to officers that the proposed scale, massing, architectural quality and public realm are all contextually appropriate and the proposal would preserve the character of Cambridge. Criterion b (impact on historic environment) and d (amenity and microclimate) of policy 60 will be discussed in the relevant sections of this report.

- 9.18 The layout of the site has been carefully considered to create a more pedestrian and cyclist friendly environment which also enhances the landscape quality and public realm for the users of the site (employees and the public). By restricting vehicular access (except for emergencies and maintenance) to the south, Westbrook Drive no longer encircles the buildings creating a less car dominated scheme with more space for enhanced public realm including outdoor working and play areas as well as safer more enjoyable routes for pedestrians and cyclists. Multiple entrances around the building movement throughout the site and enhance connections to the surrounding landscape. The landscape design is complex and designed to work hard to facilitate multiple uses, such as outdoor working, areas for play and leisure and enhanced connectivity, while softening the appearance of and creating connections to the built form.
- 9.19 Public art can also aid in creating a distinctive sense of place. Officers note that the generosity of these spaces is clear in the site sections and these spaces provide relief to the built form while offering social spaces for employees and the public (which has been identified in the Mitcham's Corner SPD as a weakness of the area) and environmental benefits. The Urban Design Officer is satisfied with the proposed layout and Planning Officers consider it is a significant improvement on the existing. The Landscape Officer considers that the landscape design is acceptable, subject to conditions. These conditions are considered reasonable and necessary to impose to ensure a successful and high-quality landscape design is achieved, as proposed. A condition to secure the delivery of public art which should be integrated into the landscape scheme and connect to the occupiers of the site is also required to be policy compliant.
- 9.20 The applicant team have proactively engaged with the Council through multiple pre-app meetings, design and technical workshops and have worked hard to resolve the issues the Council have raised. The proposed development has also been tested at Design Review Panel (DRP) where the panel wanted the applicant to push the design further. Since the DRP, the applicant has reflected on the suggestions made by both DRP and the Council and the scheme has been significantly altered to respond more successfully with its environment and the approach more rigorously justified. Officers are now satisfied that the proposal is contextually

appropriate, providing a connection between the active landscape and ground floor café and life science use.

- 9.21 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59, 60 and the NPPF.

## **9.22 Trees**

- 9.23 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 9.24 The application is accompanied by an Arboricultural Impact Assessment and Tree Protection Plan. The submitted documentation details the removal of 10 category B, 19 category C and 1 category U trees to allow for the development. While this is a significant tree removal, the majority of the trees proposed to be removed are internal and their wider landscape and amenity value is limited. Replacement planting is proposed which some locations allow for large scale trees to be planted to mitigate the loss of tree canopy. The Tree Officer has therefore no objections to the proposal subject to several conditions which require submission of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site visit with the Tree Officer, replacement planting if retained trees are to be removed and the agreed methodology to be implemented in accordance with the agreed details. These conditions are considered reasonable and necessary to ensure the retained trees are protected and the proposed replacement trees are appropriate and mitigate the loss of the trees being removed.
- 9.25 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

## **9.26 Heritage Assets**

- 9.27 The application falls directly adjacent to the Castle and Victoria Road Conservation Area to the south-west. Victoria Homes located to the south-west of the site, are considered important to the character of the conservation area. The application does not fall within the setting of any listed buildings. To the south-east of the site, there are 6 Building of Local Interest at nos. 9-19 (odd) Milton Road.
- 9.28 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in

particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

- 9.29 Para. 205 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 9.30 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.
- 9.31 As the site falls adjacent to the Castle and Victoria Conservation Area, the assessment of the impact on the heritage asset is limited to the impact of the development on its setting. The Heritage Townscape and Visual Appraisal has been submitted and assesses key and local views in the city. Of these views the Conservation Officer advises that, in Conservation terms, the most sensitive views are those closest to the site, from Victoria Homes north and north-east and from Corona Road north. The Conservation Officer advises that the strategic ones, such as from Castle Mound, will not be significantly affected.
- 9.32 The Conservation Officer, when considering the impact of the development on these sensitive views, does not consider that the proposal would have any greater impact on the character and appearance of the area than the existing buildings on site. In views from Victoria Homes, the proposal would sit in the background of Victoria Homes given its layered massing and more sympathetic material palette. In views from Corona Road, the proposal is well articulated, landscaped and utilise a palette of materials similar to properties down Corona Road. The Conservation Officer is clear that, while the proposal is greater in scale and represents a change to views out of the conservation area, the proposed development would not have any more of an impact on these views than the existing buildings on site. Therefore, the Conservation Officer concluded it will preserve the setting of the conservation area.
- 9.33 The Conservation Officer therefore has no objections to the application subject to a condition which requires sample panels of materials to be submitted and approved.
- 9.34 Officers agree with this assessment of the impact on the heritage assets and consider that the condition recommended by the Conservation Officer

is reasonable to ensure that the development sits comfortably in the background views from the conservation area.

- 9.35 In terms of the impact to the BLIs on Milton Road, officers are satisfied that the proposed development is sited far enough away not to result in significant harm to these BLIs.
- 9.36 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60 and 61.

### **9.37 Carbon Reduction and Sustainable Design**

- 9.38 The Council's 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.
- 9.39 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 9.40 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 9.41 A sustainability statement, energy statement, whole-life carbon assessment and water assessment have been submitted in support of the application. These statements detail that the proposal will:
- Re-use the substructure, existing undercroft slab and footprint.
  - Achieve BREEAM excellent rating, with a current score of 81%.
  - Be fossil fuel free, utilising air source heat pumps and PV panels above the brown/ blue roofs.
  - Deliver 23% improvement over Part L compliance baseline with 6 Ene01 credits targeted.
  - Work towards a space heating demand of 15-20 kWh/m<sup>2</sup> year and energy use intensity of 55 kWh/m<sup>2</sup> year for office and 155 kWh/m<sup>2</sup> for the lab space.

- Achieve an embodied carbon score of LETI Band B for upfront embodied carbon ,475 kgCO<sub>2</sub>/m<sup>2</sup> and lifecycle embodied carbon of 719 kgCO<sub>2</sub>/m<sup>2</sup>.
- Use materials such as those with recycled content, cement replacement and engineered timber.
- Enhance the landscaping to help mitigate against the urban heat island.
- Use passive design measures, such as solar shading on building 1, to reduce overheating.
- Use rainwater harvesting, water efficient sanitaryware and other measures to achieve 5 Wat01 credits.
- Targets Wat04 credits for water efficient equipment for irrigation.

9.42 Early on in the design of the proposal, the applicant team analysed a number of scenarios related to embodied carbon to ascertain the development approach, e.g. new build, partial retention or complete retention and refurb. It was concluded that the most beneficial way to develop the site was to retain the substructure, under-croft slab and footprint in relation to embodied carbon. It is clear that the sustainability of the development has been a strong influence on the design of the proposal which is supported.

9.43 Officers note and commend the significant sustainability benefits of the scheme. The Sustainability Officer fully supports the scheme and recommends several conditions to ensure the sustainability measures proposed are materialised. These conditions include submission of BREEAM design and post construction stage certificates, water efficiency calculator and detailed scheme for rainwater harvesting alongside installing a comprehensive water metering and monitoring system. These conditions are considered reasonable to ensure the sustainability benefits of the scheme are actualised.

9.44 The applicants have exceeded policy requirements and ensured sustainable design and construction measures are core to the proposed design, making the scheme an exemplar of sustainable design. Therefore, the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

#### **9.45 Biodiversity**

9.46 The Councils' Biodiversity SPD (2022) requires 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. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable



mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 9.47 The Environment Act now requires all non-exempt development to deliver at least a biodiversity net gain of 10%.
- 9.48 The site consists of buildings, developed sealed surfaces, modified grassland, wooded areas, standing trees and introduced shrub, and falls within the impact risk zone of a nearby statutory protected site, 170m from the River Cam, a designated County Wildlife Site.
- 9.49 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a Preliminary Ecological Appraisal (PEA) and a Bat Survey Report. The PEA concludes that the site is suitable to support birds, bats and hedgehogs and recommends a bat roost survey. The Bat survey concluded that the site has a low suitability of roosting bats, with potential roosting features in the form of weep holes found on all faces of the buildings. An emergence survey was carried out and no bats were seen or heard emerging, commuting or foraging on or around the site. Therefore, it is assumed that bats are likely absent from the site. Neither the PEA nor the Bat survey identified any requirement for a protected species licence. Non-licensable avoidance and mitigation strategies are proposed to remove any residual risk of harm or disturbance to protected species.
- 9.50 The Ecology Officer supports the proposal subject to conditions securing submission and approval of a construction ecological management plan, lighting design strategy, ecological enhancement plan and a biodiversity net gain plan. As the development is not exempt from BNG provision, the statutory BNG condition will be attached to the decision notice. As such, all the other recommended conditions are considered reasonable and necessary to ensure the protection of species.
- 9.51 In consultation with the Council's Ecology Officer, subject to conditions, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

## **9.52 Water Management and Flood Risk**

- 9.53 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 9.54 The site is in Flood Zone 1 and is therefore considered at the lowest risk of flooding. Areas of the site fall within risk of surface water flooding, with areas to the north and west between the existing buildings and Fellows and Emmanuel House at 1 in 30 years risk, the northern internal courtyard

and surrounding area to the north, west and east at 1 in 100 years risk and all other hard surfaced areas at 1 in 1,000 years risk.

- 9.55 The applicants have submitted a Flood Risk Assessment and SuDs Strategy and Micro Drainage Calculations. The submitted documents detail that surface water from the proposed development will and can be managed through the use of a combination of blue and green roofing, tanked permeable attenuation, and geocellular attenuation, discharging surface water from site via flow control into the existing surface water sewer. The flow rate is proposed to be 19.5l/s which is a substantial betterment from the existing brownfield site.
- 9.56 The Local Lead Flood Authority have no objections to the application subject to submission and approval of a detailed surface water drainage scheme based on the principles in the FRA, a plan showing how additional surface water runoff will be avoided during construction and a report from an independent surveyor showing compliance with the approved drainage details. These conditions are considered reasonable and necessary to ensure surface water and flood risk is adequately managed.
- 9.57 Anglian Water has no objections subject to additional surface water drainage details, which as stated above, will be secured via condition.
- 9.58 Foul water flows would utilise the existing services which is considered acceptable. Anglian Water have no objections to this.
- 9.59 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

#### **9.60 Access, Highway Safety and Transport Impacts**

- 9.61 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 9.62 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Internal layout

- 9.63 The existing site has a singular access via Westbrook Drive. This access serves the Westbrook Centre and the Lilywhite Drive residential dwellings to the north-west of the site with the vehicular access encircling the existing buildings.

- 9.64 Access to the site would be maintained via Westbrook Drive but the proposed road layout has been altered to reduce the dominance of cars, promote walking and cycling and create a more inviting public realm. The layout has been changed so that:
- the access to the undercroft car parking is close to the entrance of the site to the east of building 1, diverting most cars away from pedestrians and cyclists and reducing the spread of car movements throughout the site
  - access to the Lilywhite Drive residential dwellings is maintained via a shared surface road
  - a separate cycle access is provided to the north-eastern side of Building 3
  - A drop off point is provided to the east of the communal pedestrian / visitor entrance
  - Multiple pedestrian entrances are provided at regular intervals throughout the buildings to increase permeability
  - A servicing area to the west of Building 3 where there are EV charging points for employees and residents of Lilywhite Drive
  - Improvements to Westbrook Drive towards Milton Road to create a shared surface
- 9.65 Active Travel England have raised concerns that no detail of the shared surface road has been provided. The width of the road access would be approximately 7m and would curve to the north-west around Building 3. Officers consider a shared surface would be appropriate in this instance as the curved road layout would slow vehicle speeds down and the number of vehicles using the northern section of the road would be limited to those accessing Lilywhite Drive, servicing area and the EV charging area. Furthermore, officers consider that with the increase in cycle movements to and from the site, that car movements will naturally reduce in speed due to the frequency of use by other users. Further details of the road surface and profile will be provided as part of the hard and soft landscaping recommended by the Landscape Officer. Similarly Active Travel England also raised concerns about the junction of Westbrook Drive and Milton Road, as shown on SY727-100-0021 P01 (general arrangement – areas of hard surfaces), Westbrook Drive is proposed to be a road with footpaths connecting to those on Milton Road. This is considered an acceptable arrangement and the Highway Authority have not raised any objections to this junction arrangement. Further detail on the junction layout will be provided in the hard and soft landscaping details secured via condition. Officers note the very recent upgrades made to Milton Road for cycling and walking provision which may not have been reflected in Active Travel England's consideration of context as part of their response.
- 9.66 Internally, officers consider that the proposal represents an improvement by separating transport modes as much as possible and enhancing the movement within and usability of the site.

Transport Impact and Highway Safety

- 9.67 The application is supported by a Transport Assessment and Framework Travel Plan. A further transport note was submitted to provide all trip generation data and further information regarding alternative transport modes.
- 9.68 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and S106 mitigation. These conditions require:
- The delivery of a pedestrian and cycle link to Corona Road
  - Submission of a traffic management plan
  - Restriction of vehicles over 3.5 tonnes
  - Submission of a travel plan
  - Submission of a parking management plan
- 9.69 S106 mitigations recommended by the Transport Assessment Team comprise:
- Contributions of £278,794 towards the GCP improvements to Milton Road/ Mitchams Corner
  - Contributions towards future car parking restrictions and to cover any potential extensions to the controlled parking zone
- 9.70 Officers therefore conclude that subject to the above, the Highway Authority consider that the proposal would not give rise to any highway safety impacts due to the road layouts proposed or place undue pressure on the transport network by virtue of the projected trip generation, modal shift proposed, and parking levels proposed. Planning Officers agree with the conclusions of the Highway Authority, noting their expertise. All conditions recommended are considered to meet the six tests given the scale of the development, length of the construction period, modal shift proposed, and parking provision proposed.
- 9.71 It is important to note that Active Travel England have requested deferral of the application as they consider that insufficient information has been provided to determine the application. They consider that the number of cycle trips is ambitious and unlikely to be realised unless off site mitigation is proposed. The County Transport Assessment Team have recommended contributions towards improvements to Milton Road / Mitchams Corner to support enhanced cycle infrastructure which will benefit the site so off-site mitigations are proposed and considered reasonable given the nature and extent of development proposed. Furthermore, officers also note that further pedestrian links could be secured by planning condition or S106 which will be discussed in further detail below. Officers consider that Active Travel England may not be aware of the cycle improvements already completed on Milton Road which

provide dedicated cycle lanes, floating bus stops and pedestrian crossing points which would support the cycle trips proposed.

9.72 In respect of the condition requested regarding a pedestrian and cycle link to Corona Road, this will be discussed in the following section of this report.

#### Connectivity and Permeability

9.73 Policy 22 supports development proposals within the Mitcham's Corner Opportunity Area which promote and coordinate the use of sustainable transport modes. Policy 80 supports developments that prioritise walking, cycling and public transport, and are accessible for all. This policy goes on to state that this can be achieved by various measures including conveniently linking the development with the surrounding walking, cycling and public transport networks.

9.74 Mitchams Corner Development Framework (2018) highlights the Westbrook Centre site as a potential for development and highlights several pedestrian and cycle links from the site to its surroundings (as seen below). This comprises links from Corona Road, Lilywhite Drive and Gilbert Road.

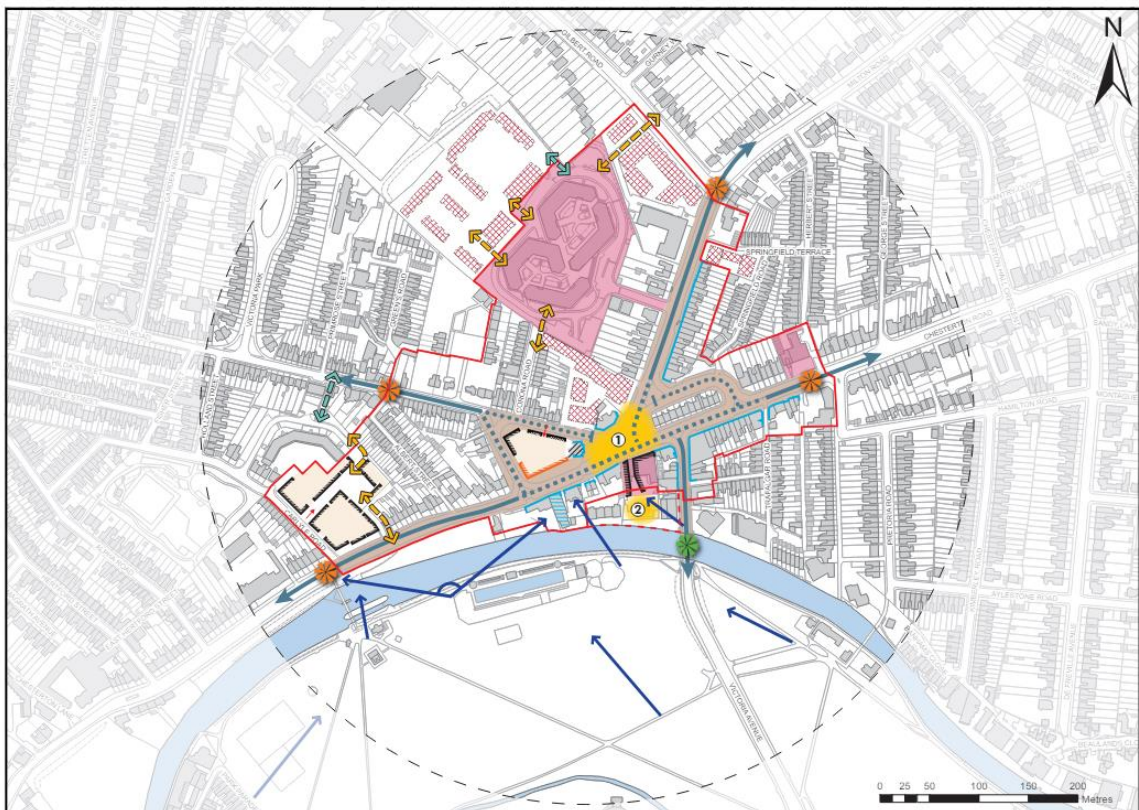


Figure 43: Composite Plan



Existing pedestrian/cycle links



Potential for new pedestrian and cycle links

- 9.75 Officers throughout the pre-app discussions requested that the applicant explore ways to increase the permeability of the site through the introduction of new pedestrian and cycle accesses from Corona Road, Gilbert Road and Lilywhite Drive. The applicant undertook public consultation prior to the submission of the application and there were strong views both for and against these links. In this application, the applicant has said that they would be open to connecting the site to Corona Road, Gilbert Road and Lilywhite Drive if the LPA considered that these were a requirement for the development.
- 9.76 Both through the consultations of this application and the Development Control Forum (DCF), there are strong views both for and against certain links. There are strong concerns regarding the provision of a cycle and pedestrian link via Corona Road due to the narrow nature of Corona Road and visibility when entering onto or off from the Mitchams Corner gyratory. Third parties were concerned that, because of these safety issues and that the gyratory is one way, cyclists would cycle on the pavement which is very narrow and would lead to conflict both on the pavement but also on the gyratory. There were also concerns raised regarding safety of providing links through to Corona Road.
- 9.77 Equally there were strong favourable views that the delivery of such links would increase permeability, reduce journey times for accessing services (including local schools) and offer an alternative to using the gyratory which is very narrow for pedestrians.
- 9.78 Following the DCF, officers considered in detail residents' views with regard to the policy framework and the overall ambitions of the SPD, local plan, and NPPF alongside discussing safety concerns with the Highway Development Management Team. Officers consider that there is a policy basis for requiring the delivery of the links to Corona Road, Gilbert Road and Lilywhite Drive and the Highway Authority and planning officers consider that this can be done in a safe way.
- 9.79 The end of Corona Road is highway land and so this link is deliverable. Corona Road is approximately 11m wide including pavements, with the carriage width being approximately 7.5m. Residents park on the street on either side. The Highway Authority consider that the road can accommodate additional pedestrian and cycle flows without harm arising from conflict. This is because car movements along Corona Road would be slow allowing sufficient time to manoeuvre to minimise conflict.
- 9.80 A pedestrian and cycle connection through to Gilbert Road would go via the Fellows House Hotel site which is third party private land and which

provides a potential access point, which is lit, covered by CCTV and of generally good width and visibility with a segregated pedestrian pathway.

- 9.81 Prior to and following the DCF the applicants and the LPA have been in discussions with the landowner of Fellows House Hotel to seek to facilitate a permissive link through the site to Gilbert Road. However, the landowner is not prepared to allow a link through their site (as set out in their latest consultation response on file), which includes for reasons of operational safety (it is used for servicing, emergency & parking access), residential amenity including concerns regarding anti-social behaviour, noise and crime and that previous planning obligations subject to a Deed of Variation have been discharged. Despite these concerns, officers are satisfied that the safety and amenity issues can be designed out to ensure the delivery of a safe pedestrian and cycle link to Gilbert Road and that the access could be managed in such a way to mitigate the amenity concerns raised.
- 9.82 Officers have considered alternative mechanisms for securing the link including the use of CPO powers to enable the link to be delivered without consent from the current landowner. However, for a CPO to be successful, there must be a compelling case in the public interest and officers following advice from 3C legal cannot make this case when the application is capable of being granted without such a link. Furthermore, the CPO process is lengthy with a possibility of a public inquiry taking up to 18 months and prohibitively expensive costing around £50-120K for a fully contested CPO having to pay surveyors, lawyers for all parties and a possible public inquiry not to mention the actual land price. The LPA would have to then maintain the link in perpetuity at additional cost and liability to the Council. Officers have therefore concluded that the CPO of the land to enable the link is not a viable option.
- 9.83 The LPA therefore will need the landowner's permission for the creation of a permissive path to connect the site to Gilbert Road. Officers have had multiple discussions with the landowner's legal representatives and while the owner may not be forthcoming at this point in time, officers consider that discussions could re-commence, particularly if either ownership changes or the landowner reconsidered their position in light of the benefits to be realised through a more direct link to the Westbrook site, particularly its play area, café and new offices / lab space which would be more easily accessed by residents / visitors of Fellows House.
- 9.84 Separately, the applicant of the Westbrook site has offered to commit to providing land within their control to facilitate a permissive link, the necessary rights for access and a financial contribution to assist with the physical delivery of the links (with an initial suggestion of £10,000 per connection point). The works would then be delivered by the Council, either via works on public highway as statutory provider (Corona Road) or with third party agreement. The financial contribution could be used to fund the design process for the connection to Gilbert Road to assist the Council's negotiation with the Fellows Hotel. This will be an obligation

secured through the S106 agreement and would be for the lifetime of the development, not being longer than 150 years.

9.85 Lilywhite Drive is also not adopted by the Highway Authority but has been laid out in a way where delivery of a pedestrian link could be facilitated, given the layout of the south-eastern section of Lilywhite Drive. A link can be provided up to the boundary with Lilywhite Drive and connected to the existing paved section of Lilywhite Drive. Officers consider that delivery of the link can be secured via condition.

9.86 Officers consider that subject to conditions and S106 mitigation which includes the delivery of a link through to Corona Road and Lilywhite Drive and continued exploration of a link to Gilbert Road, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

### **9.87 Cycle and Car Parking Provision**

9.88 Cycle Parking

9.89 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which state that 2 spaces for every 5 members of staff or 1 per 30 sq m Gross Floor Area (whichever is greater). These spaces should be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

9.90 864 cycle parking spaces are proposed with 652 being provided at undercroft level and 212 at surface level. The entrance to the undercroft cycle parking would be on the north-eastern elevation of Building 3 accessed via a gentle slope connecting to Westbrook Drive to the north. This space has been designed with a mix of two tier and Sheffield stands with enlarged spaces for larger cycles and cargo bikes. The user experience and practicalities have been factored in with shower, changing and locker facilities and a repair station provided, which looks onto a central rainwater garden and spiral staircase takes users up to the reception area. Cycle parking at surface level is spread throughout the site with provision outside the main entrance and adjacent to the secondary entrances on the southern elevation of Building 1, western elevation of Building 2 and western elevation of Building 3. Officers consider that these are convenient locations, given their proximity to the entrances of each building, and highly accessible at surface level to give users an alternative to the undercroft parking.

9.91 Full details of the cycle parking at surface level is required and can be secured via condition. Officers note that the CGIs show the surface level cycle stores as stores which only secure the wheel, not the frame. This is



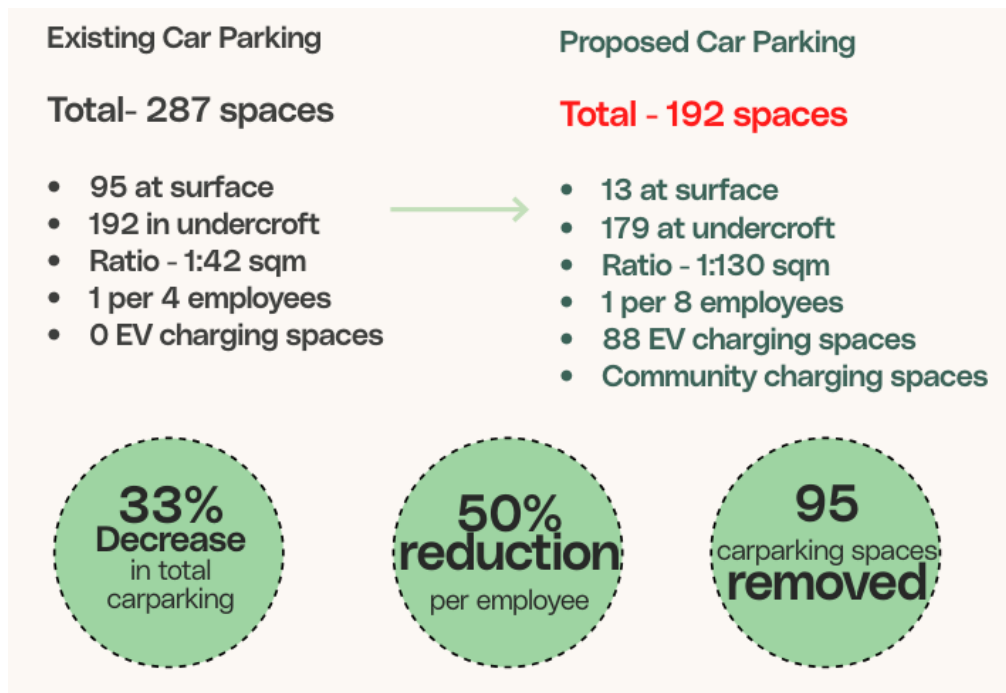
not considered secure cycle parking and is not acceptable provision to the LPA. Given the quality of the landscaping proposed, officers will expect these surface level cycle stores to be high quality structures which integrate successfully into the landscape design. It is noted that Camcycle have objected as they consider that the cycle parking is not convenient or secure. As stated above, officers consider that they are convenient and to ensure that all spaces are secure, have recommended a condition to get the full details of the spaces provided at ground level.

- 9.92 The table below shows the breakdown of the cycle parking provision and officers note that, while two tier stands are proposed at 58% of the provision, these are gas assisted and the bottom tier can be used by those less confident at using the top tier, resulting in 616 of the 864 cycle spaces being accessible for all users.

<i>Cycle parking type</i>	<i>No. at undercroft</i>	<i>% share</i>	<i>No. at surface level</i>	<i>% share</i>	<b><i>Total</i></b>
<i>Two tier</i>	496	58	0	0	<b>496</b>
<i>Single tier</i>	130	15	196	23	<b>326</b>
<i>Enlarged</i>	26	3	16	2	<b>42</b>
<b><i>Total</i></b>	<b>652</b>	<b>76</b>	<b>212</b>	<b>25</b>	<b>864</b>
<i>Total accessible</i>	404	47	212	25	616

- 9.93 The proposal overprovides cycle parking by 409 spaces based on number of employees and by 47 spaces when based on floor area. As a result, the cycle mode share is ambitious at 75% which is highly commendable. Officers consider that the cycle parking proposed is as convenient if not more so as car parking, practical and accessible, resulting in well-designed provision which would aid the uptake of cycling to support sustainable access to the development.
- 9.94 Significant modal shift with a reduction of 98 car parking spaces and an increase in 814 cycle parking spaces compared to the existing provision on site.
- 9.95 Car parking
- 9.96 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Inside the Controlled Parking Zone, the maximum standard is 1 space per 100 sqm Gross Floor Area plus disabled car parking. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.
- 9.97 192 car parking spaces are proposed, which reduces current provision by 95 spaces (from 287). This does not exceed the maximum standards outlined in policy 82 and poses a significant modal shift away from cars towards sustainable and active travel modes which is commended given the sustainability of the location within close proximity of walking, cycling and bus networks. The County Transport Assessment team and Planning Officers are satisfied that this reduction in car parking would not result in a significant overspill in car parking to surrounding streets given the convenience of other transport modes to access the site and that there are parking restrictions in the surrounding area. The Transport Assessment team have requested contributions to extensions to parking restrictions in the area if displacement car parking does become an issue. A dedicated

drop off area is proposed adjacent to the entrance, maintaining inclusive access.



9.98 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 1 per 1,000m<sup>2</sup> of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future.

9.99 88 EV charging points are proposed, with 75 located at basement level and 13 at surface level sited to the west of Building 2. The surface level EV chargers also have the potential to be used by the wider community outside of core employment hours (subject to a membership scheme). The EV provision falls short of the standards detailed in the SPD, however, officers consider that compliance can be secured via condition.

9.100 An EV fire safety strategy has been provided which details the hazard risks and mitigations proposed. While there is no specific regulatory requirements or design guidance, the Government's Fire Safety Guidance for Electric Vehicles guidance has been used and the applicant team will consult with Cambridgeshire Fire and Rescue at detailed design stage. It is important to note that the Fire Authority have not objected to the application.

### *Monitoring*

9.101 Car and cycle parking will be monitored and adapted to demand throughout the lifetime of the development and will be secured through a travel plan condition as recommended by the County Transport

Assessment Team. Similarly, a parking management plan condition is recommended by the County Transport Assessment Team to detail how car parking would likely be allocated to avoid too many people driving to the site in the hope of a space. These conditions are considered reasonable and necessary to ensure that the ambitious modal share is well managed and adapts to potential increases in demand for cycle parking.

9.102 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

### **9.103 Amenity**

9.104 Policy 35, 56 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

9.105 There are several neighbouring occupiers which could be impacted by the development. They are as follows:

- 7-11 Gilbert Road and Fellows Hotel (C1 use) to the north
- Cambridge Manor Care Home (C2 use) to the north-east
- 23-31 Milton Road to the east
- 8-9 Westbrook Drive and 11-19 Milton Road to the south-east
- 1 Milton Road, 19-21 Corona Road and 28 & 36 Victoria Homes to the south
- 49-51 Lilywhite Drive and Emmauel House (flats) to the west
- Fellows House (flats) and 1 & 3 Lilywhite Drive to the north-west

9.106 Daylight and sunlight

9.107 A daylight and sunlight assessment has been submitted which details the light impact to surrounding properties in accordance with BRE daylight and sunlight guidance.

9.108 There are two measures of daylight: vertical sky component (VSC) and no skyline (NSL). VSC is a measure of the amount of light reaching a window and NSL is an outline on the working plane of the area from which no sky can be seen.

*VSC – the amount of light reaching the window*

9.109 Out of 499 windows assessed, 30 windows did not meet the VSC BRE guidance. Consideration of the impact on these windows will be taken in turn.

9.110 A window on the side (western) elevation of 9 Westbrook Place (W6/380) would have a 21.4% reduction in VSC, failing the 20% minimum. However,

this is a secondary window serving an open plan living kitchen dining room (LKD) and when looking at the LKD as a whole, the proposed development would not adversely affect VSC to the whole room. This room would also comply with the NSL BRE guidance. Officers therefore agree that there would be no noticeable loss of daylight to this property as a result of the development.

- 9.111 6 windows on the northern elevation of 1 Milton Road do not comply with the VSC BRE guidance (W5/160, W6/160, W7/160, W8/160, W7/161, W8/161). However, when cross referencing with the approved plans for 1 Milton Road, these windows serve hallways to student accommodation, which are considered non-habitable rooms (as per the approved plans 14/1938/S73). Therefore, officers consider that there would not be a significant impact on daylight to these occupiers.
- 9.112 One window at 19 Corona Road (W3/150) would marginally exceed the VSC minimum resulting in a 21.3% reduction in VSC. However, other windows serve the LKD and the room itself comfortably meets BRE guidance in respect of VSC and NSL BRE guidance. Officers therefore consider that this occupier would not experience a noticeable loss of daylight to their habitable rooms.
- 9.113 One window on the side elevation of 50 Lilywhite Drive (W5/360) would experience a 57% reduction in VSC which is a significant reduction. Despite this, upon closer inspection, officers note that this window already provides low levels of daylight due to the entrance canopy obscuring light reaching this room and this is the third window serving this LKD. The overall impact on this room would be minimal. Furthermore, in terms of NSL, this room would be compliant with BRE guidance. On this basis, officers consider that the proposed development would not result in a noticeable impact on daylight to no. 50 Lilywhite Drive's LKD or any other habitable rooms within this property.
- 9.114 There are two windows within Emmanuel House which would experience a noticeable reduction in VSC (W13/111 and W13/112). However, in both cases, these bedrooms have two windows serving the room and when taking both windows into account, the room would meet BRE VSC guidance.

*NSL – where in the room you can see the sky*

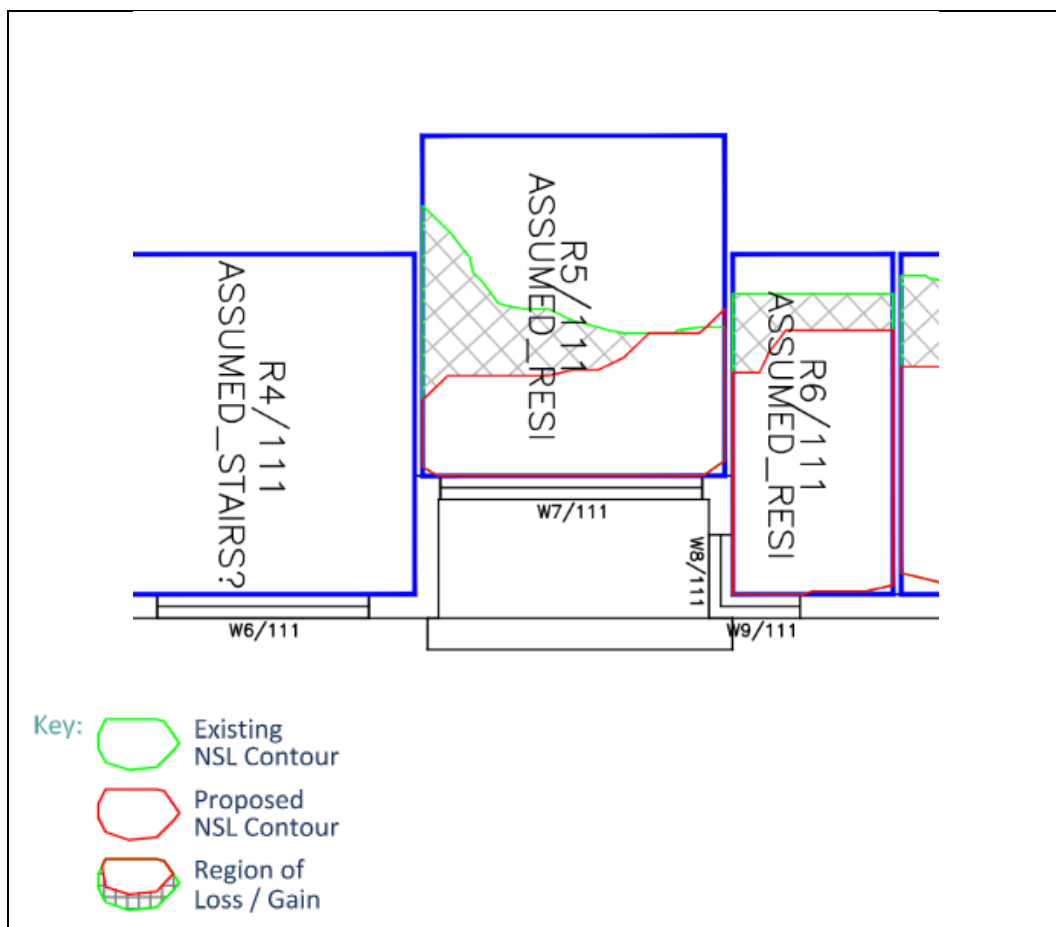
- 9.115 Four rooms at 33 Milton Road (Cambridge Manor Care Home) would fail the NSL BRE standard. One of the four would marginally exceed the 20% minimum change (W3/320 20.7%) and officers therefore consider that this daylight impact is unlikely to be perceptible. The remaining three would exceed the daylight distribution standard as shown in the below table.

<b>Window</b>	<b>NSL</b>
W2/320	33.6%
W2/321	31.2%
W1/322	27.1%
BRE guidance	20%

- 9.116 This exceedance of NSL means that there is a larger area where the sky would not be visible. Officers note that the building is in use as a residential care home where occupants have an individual room with en-suite shower room and access to a variety of communal spaces. Upon further examination, the room layouts tend to include a single bed off centre, close to the window and an en-suite which tends to be in the corner furthest away from the window. Occupants of these rooms would also have access to other communal facilities, such as the communal dining/ living room and gardens, which are unaffected by the development. In light of how these rooms would be used and that the light entering the window would be to an acceptable level (as the room would be VSC compliant), officers consider that these occupants' overall amenity and levels of daylight would be acceptable.
- 9.117 A rooflight within the loft level of 19 Milton Road would experience a noticeable reduction in NSL (W1/242 30.5%). Officers do not know whether this is a habitable room but given the layout of the room officers consider that it is unlikely. Nonetheless, BRE guidance states that where daylight restricted already due to design features (such as only being served by one rooflight), the recommended guidance should be applied flexibly. Officers consider that in this instance, this impact would not be harmful due to the profile of the window, the layout of the room and as the room would meet BRE VSC standards.
- 9.118 In the Emmanuel House block, three windows would be affected in terms of NSL. This means the area where you can see the sky is reduced. Of these three windows, two windows serve bedrooms and one serves a LKD. One of the bedrooms which is served by window W11/111 would receive a 26.4% reduction in NSL. This room would, however, meet the BRE guidance for VSC so would still receive acceptable daylight to the window. It is just that the distribution within the room would be reduced. Officers consider that the impact to this room would not be overly apparent or harmful, due to the room meeting VSC BRE guidance, the layout of the room and the use as a bedroom where the dependence on light levels is lower than an LKD.
- 9.119 The other bedroom affected within Emmanuel House would experience a noticeable loss in daylight as the daylight received through one of two windows serving this bedroom would be reduced (W13/111 would see a 32.01% reduction in VSC) and the distribution of light within the room

would be reduced (W13/111 would see a 31.7% to NSL). This would lead to the room appearing noticeably gloomier harming the occupier's residential amenity and enjoyment of the room.

9.120 On the first floor of Emmanuel House, a LKD (W7/111) would experience a 33% reduction in NSL (daylight distribution). This LKD is greater than 5m in depth and is set behind an inset balcony which restricts the amount of daylight within the habitable space. In the BRE guidance, paragraph 2.2.12 states that *if an existing building contains rooms lit from one side only and [is] greater than 5m deep, then a greater movement of the no sky line may be unavoidable*. This is the only window serving this LKD and is single aspect, greater than 5m in depth, and has a restricted outlook given the overhang of the balcony above and the inset of its own balcony. BRE guidance also states that flexibility should be applied and existing development should not restrict development coming forward on adjacent sites, particularly when the existing development is sited close to its perimeter. In taking all these factors into account, alongside that this room would not fail the VSC component of the daylight assessment, officers consider that on balance the room would still experience an acceptable level of daylight if the proposed development were built out.



- 9.121 In terms of Fellows House flats, there are four windows which marginally fail the NSL BRE guidance (W12/102 23.1% bedroom, W15/102 22.8% bedroom, W17/102 21.5% bedroom, W16/102 20.9% LKD). Officers consider that the impact to these rooms is not overly noticeable or harmful given the marginal exceedance and the nature of the use of the bedrooms affected. There is one flat where the bedroom would be impacted in terms of daylight distribution as its window would see a 32.5% reduction. While this is a secondary window which is partially obscured by balcony, officers consider that as the occupants of the flat would experience an improvement in terms of daylight to its LKD (W15/101) the impact to this flat would, on balance be acceptable. There would also be improvements in daylight distribution to a further two habitable rooms (W16/101 -53.3% and W16/102 -1.8% loss) which would result in a more light and airy feel in these two rooms. This is a benefit of the proposed development.
- 9.122 Officers have identified that one bedroom (R9/111) would experience a loss of daylight. Given the context of the room layout and its constraints with the balcony alongside that the flats other communal spaces or bedrooms would not be significantly affected by the development, officers conclude that, while there is slight harm, it would not be reasonable to refuse the application on this single issue.
- 9.123 Sunlight
- 9.124 When accounting for the balconies on Emmanuel and Fellows House, habitable rooms in surrounding properties would retain good levels of direct sunlight with windows on facades receiving double the default BRE targets of 25% of annual probably sunlight hours with at least 5% in winter. Therefore, officers conclude that the proposed development would not significantly adversely impact upon sunlight to habitable rooms in neighbouring properties.
- 9.125 Overbearing
- 9.126 For dwellings along Milton Road, Building 1 would be between 48-58m away from the rear elevations of these properties. Officers consider that despite the increase in scale, this separation distance offsets any overbearing or enclosure impact to these residential properties. Building 1 would be sited approximately on average 18m to the west of 9 Westbrook Drive. As Building 1 is angled away from 9 Westbrook Drive, and given the relative positioning of the building in relation to 9 Westbrook Drive, the separation distance increases the further south within the plot you go. Given this, alongside the proposed scale of Building 1, officers consider that the proposal creates a comfortable relationship with this neighbour and would not result in an adverse overbearing impact. Cambridge Manor Care Home, along Milton Road, has communal gardens which abut the site boundary. Building 3 has been sited so that its footprint is



approximately 16.5m away from the communal garden and the built form angles away from this boundary. Noting this layout, despite the increase in scale, officers consider that the development would not adversely impact upon the openness of this communal garden. Similarly, the care home rooms closest to Building 3 would be set a comfortable distance so as not to significantly overbear or impede on the outlook of these rooms.

- 9.127 Along Gilbert Road, there is the Fellows Hotel and apart-hotel, and 11-15 Gilbert Road. Again, here the separation distances range from 35-47m, which officers consider is sufficient to offset any significant overbearing impact, particularly noting the existing relationship and the proposed stepped form.
- 9.128 In the Lilywhite Drive development to the west of the site, 51 Lilywhite Drive, Emmanuel and Fellows House are sited closest to the development site. 51 Lilywhite Drive is located to the north-west of Building 2 and the dwelling is orientated north-east south-west so that the side flank wall is parallel to the application site boundary. Building 2 would not project beyond the rear of no. 51. Given this relationship, officers consider that no. 50's garden would not be significantly enclosed or overborne by the development. The one of the two windows on the side elevation of no.51 serves a hallway and the other is a secondary window serving a bedroom with the primary outlook to the rear. Given this, alongside the scale, siting and massing of the proposal and the well vegetated boundary, officers consider that the residential amenity from these windows would not be adversely impacted. The front habitable rooms of no. 51 are at ground and first floor, however, in summer months the occupants would be unlikely to see much of the development from this aspect given the tree belt along the western boundary. Nonetheless, officers are comfortable with the proposed relationship with this neighbour and consider that given the scale, massing and separation distance (19.5m) the development would not significantly overbear these habitable rooms.
- 9.129 Emmanuel House is located to the north-west of Building 2. Building 2 is slightly angled to further north-west so it is not parallel to Emmanuel House resulting in the separation distance between the two buildings ranging from 22.6-23.5m. This separation distance is greater than the existing which is approximately 18m. Nonetheless, from Emmanuel House, it will be perceived as parallel. Building 2, while four storeys, has been designed with the fourth floor set back approximately 6.4m from the building edge, reducing the appearance of massing. The building facades have been carefully considered to create a strong base, middle top to break down the massing vertically. The length of the elevation has been broken down horizontally with different set backs and materials tricking the eye and creating smaller volumes within the building to again break down the massing further. Officers consider these details, alongside the proposed and existing scale relationship between Emmanuel House and Westbrook Centre, retain an acceptable outlook for residents of Emmanuel House.

- 9.130 Fellows House is located north of Emmanuel House, north-west of Building 3. Building 3 has been orientated north-west so that the corner of the building is closest to Fellows House. This means that the building is angled away from the boundary from this corner both to the north and the south. While the corner of Building 3 would be set closer to the building, both further north and south of the corner, the building would be set further away than the existing building. The scale of the building here would increase from three storeys to five storeys, however, the two upper levels would be set back from the building edge to create a stepped form. These set backs are 3.2m at fourth floor and 11m at fifth floor. Furthermore, the building would drop down to single storey between Building 2 and 3 directly opposite Fellows House. The facades of Building 3, like Building 2, have been designed to break down the perceived massing, with a strong base, middle top expression and clever use of materials. Taking these factors into account, officers consider that, despite the height increase, the scale relationship between Fellows House and the proposal is comfortable so as not to give rise to any significant overbearing impact. In fact, in some southerly rooms within Fellows House, the outlook would be improved given the drop down to single storey opposite.
- 9.131 To the south are Victoria Homes and Corona Road properties. The properties which share a boundary with the application site is the northern property within the Victoria Homes site, 21 Corona Road and 1 Milton Road (student castle). The northernmost Victoria Homes property would be approximately 18.5m away from Building 2 and 21 Corona Road and 1 Milton Road would be 14.5m and 16.5m away respectively from building 1. Building 2 has a stepped form, with the fourth floor set in from the roof edge to the south and the plant screen is set in further beyond this, creating a varied form. While it is acknowledged that the massing has increased on site, officers consider that the articulation in the form, its siting in relation to Victoria Homes and the well vegetated boundary, would prevent against any harmful overbearing impact to Victoria Homes, particularly noting the existing relationship. The garden of 21 Corona Road would be directly south of Building 2, adjacent to the single storey podium level which connects to Building 1. The proposal would bring built form closer to the boundary with 21 Corona Road and increase its massing. However, officers consider that due to the separation distance and the well vegetated boundary, the rear garden or habitable rooms of no. 21 would not be significantly enclosed as a result of the development. 1 Milton Road, as already identified above, is student accommodation and the windows which face north onto the development site serve hallways and therefore are not habitable rooms. The impact here is acceptable. The frontage of 1 Milton Road does contain habitable rooms, but given again the tree lined boundary, alongside the separation distance between and scale of the development and the orientation of the habitable rooms, officers are satisfied that the proposal would not adversely affect the outlook of these windows.

9.132 Overlooking

9.133 The existing three storey building facades include a significant amount of glazing therefore, there is already an overlooking relationship between the site and its neighbours. It is acknowledged that the proposed development increases the scale of the built form on site, to comprise three storey to five storey form, but the development has been designed to limit the extent of glazing on each elevation. The existing trees along the northern and southern boundaries are to be retained and successional planting is proposed to enhance the landscaping and screen some views surrounding residential occupiers. Taking these factors into account (the existing overlooking relationship, additional screening proposed) alongside the separation distances (as discussed in the proceeding paragraphs), officers consider that the proposal would not lead to a harmful level of overlooking.

9.134 Glint and Glare

9.135 The solar panels will be set within the flat roof behind the parapet. The applicant advises that a glint and glare impact arising from the proposed solar panels on surrounding occupiers would not be possible as they would not be seen from surrounding occupiers. Officers agree and consider that neighbours who would be able to see the solar panels would be such a distance that glint and glare would be negligible.

9.136 Solar reflections

9.137 A Solar Glare Report has been submitted which assesses the solar reflections from the proposed windows and its impact on surrounding occupiers. The results show that the instances of glare would:

- Reduce to Emmanuel and Fellows House
- Potentially increase to 1 Milton Road (isolated incidences)
- Potentially increase to 17 Milton Road in the early mornings in winter (isolated incidences)
- Reduce to 17 Milton Road in the afternoons at certain times of year
- Reduce overall to 17 Milton Road over the full year

9.138 It is important to note that these figures represent the worst case scenario with a seated position looking directly out of the window and that when comparing it to the existing situation, the existing situation is undervalued as the specific glazing arrangement and amount was not fully modelled (it was assumed). The impact to 1 Milton Road is limited as the windows serve a hallway, a non-habitable room, where use would be transitional in nature. The impact to 17 Milton Road would reduce overall across the year based on the figures and assumptions made. Therefore officers are satisfied that the proposal would not lead to a harmful level of solar reflections to surrounding residential properties.

9.139 Construction and Environmental Impacts

9.140 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

9.141 The Council's Environmental Health team have assessed the application, have no objections and recommended the following conditions:

- Unexpected contamination
- Material management plan
- Odour control
- Demolition environmental management plan
- Construction environmental management plan (compliance)
- Plant/ equipment noise assessment and insulation scheme
- *Noise impact assessment for the play area*
- *No music in external amenity area / play area*
- *Restricted hours for external amenity / play area*
- Servicing and delivery management plan
- Site wide deliveries and collection hours
- EV charging (compliance)
- Artificial lighting

9.142 These conditions are mostly considered reasonable and necessary to impose given the proximity to residential dwellings. However, those conditions (italicised) relating to the use of the external play area and noise impact, its hours of use and restriction on amplification appear too onerous for the nature of the use (given also it is a car park) and would not be possible to enforce given the play area would not be fenced off from wider public use. Any amenity issues regarding use of the play area would have to be managed through the wider management regime of the site. A management plan for the play area is recommended as an alternative.

9.143 Noting that the Environmental Health team's concerns regarding noise impacts to Fellows and Emmanuel House have been resolved and the site does not appear to have any restrictions on deliveries / operation, officers do not consider that the proposed development, once operational, would lead to a significant noise impact to surrounding residential occupiers, subject to the conditions above. Officers consider that noise impacts during construction can be managed and conditioned to ensure no significant adverse impact arises.

9.144 The Environmental Health team are satisfied that odour, contamination light pollution can be controlled via condition. In terms of air quality, the Environmental Health team have advised that due to the location of the back up generators at roof level and the prevailing wind direction, air

quality would not be adversely affected as a result of the development. Planning officers agree with the Environmental Health team and consider that the proposal would not lead to significant environmental harm.

Summary

9.145 As identified and detailed above, officers consider that the proposal would result in a minor level of harm to daylight to a flat contained within Emmanuel House. However, no other significant harm to residential occupiers has been identified. This harm will be weighed in the planning balance.

**9.146 Third Party Representations**

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

<b>Third Party Comment</b>	<b>Officer Response</b>
<b>Transport / highway safety</b>	Discussed in paragraphs 9.59- 9.83
One way in and out for residents and during construction	The Highway Authority consider this acceptable and a traffic management plan will be submitted and approved by the LPA before works start on site. Officers consider that transport flows can be managed on site so that access can be maintained for Lilywhite Drive development and construction impacts can be minimised. Officers will expect that construction vehicles will not turn within the Lilywhite Drive development to minimize disturbance to these residential dwellings.
Milton Road – Westbrook Drive junction	Officers consider that, given the existing car parking provision on site and the use of Westbrook Drive, alongside the proposed reduced car parking and trips generated, that the proposal would not lead to a choke point on the Milton Road – Westbrook Drive junction. Furthermore, as the pedestrian and cycle links are provided, this will spread the transport movements to different accesses to the site, lessening the traffic on the Milton Road – Westbrook Drive junction.
Lilywhite Drive to Chesterton Community College link should be provided	Connecting Lilywhite Drive to Chesterton Community College may be beneficial, however, this is not reasonable to require the proposed development to deliver for a variety of reasons. Limited employees would use this link and so it would not be reasonable or necessary to impose this requirement on the applicant. The land is outside of the control of the applicant and does not border the application site, meaning the proposal is not closely related to the link suggested.

Gyratory	The Mitchams Corner gyratory is allocated for redevelopment to create a more safe environment for pedestrians, cyclists and cars. The gyratory development is separate from the proposed development but the gyratory does form the transport context of the development. The Highway Authority, the experts on highway safety, consider that the proposed links would not adversely impact upon the safe operation of the highway and therefore planning officers are satisfied that the proposal is acceptable.
<b>Amenity</b>	Discussed in paragraphs 9.99 – 9.141
Potential toxic air disposal or contamination to residential area	The Environmental Health Officer is satisfied that the development would not result in a harmful impact in terms of odour, noise, contamination and fumes and residential amenity will be protected.
No contractor parking down Lilywhite Drive	Officers consider it reasonable and necessary to restrict contractor vehicles to being located on the site, not in neighbouring residential streets such as Lilywhite Drive. This can be secured via condition.
Noise impact assessment relies on Lilywhite Drive flats having high sound insulation	The Environmental Health Officer (EHO) requested further information to ensure the noise impact to the Lilywhite Drive residents would be acceptable. The EHO measure the noise impact to the boundary with the nearest residential receptor so they assess noise impacts in a different way to the consultants the applicant have used. Nonetheless, they are satisfied that amenity will be preserved.
Impact on services	The development will incorporate some works to existing services, however, disruption should be minimised. An informative will be on the consent to highlight the important of minimising the impact on surrounding residential services.
Noise from play area	The noise from the play area is likely to be occasional but no more harmful than noise generated from the existing car park and officers have restricted the hours of use of the play area to minimise the noise impact to an acceptable level.
<b>Design</b>	Discussed in paragraphs 9.12- 9. 20
Mid-rise character as stated in Design Code	The recently published draft Northern Cambridge Neighbourhoods Design Code (2024) does not include the application site in the designated area and therefore has no weight.
<b>Miscellaneous</b>	
EV chargers	It is proposed that the EV chargers proposed could be used by the residents of Lilywhite Drive. It is unclear whether this is restricted to working hours or not. The applicant has not confirmed the details of these

	arrangements but this will be captured in the community access agreement obligation in the S106.
No skips in Lilywhite Drive	All construction activities should be kept within the site and details of this will be secured in the construction and demolition environmental management plan which has to be submitted via condition prior to commencement of development.
Living walls to screen plant	It would be impractical to maintain living walls at the upper level to screen the plant on the roof top. A condition will secure a suitable elevational treatment to the plant screen and reduce its visual impact.
Plant at undercroft level	Plant was considered at undercroft level during the pre-application discussions but the applicant explained that this would reduce the parking (cycle or car) proposed and plant functions more efficiently at roof level. This was accepted by officers, particularly given that Environmental Health have no objections to the proposal on plant or noise impacts, subject to the recommended conditions.
Consultation	The consultation period was carried out between 28 <sup>th</sup> Feb and 9 <sup>th</sup> May. This length of time meets the requirements of consultation under the Development Management Procedure Order (2015) and the applicant has undertaken consultation with the community prior to the submission of the application. This is satisfactory to the LPA.
Occupiers	The development is speculative and so the occupiers of the development are not known. This is not unusual. Nonetheless, the proposed plans show the internal layout of the proposed development.
Underplayed opposition to the access links	The LPA are aware of the opposition of the access links through the consultation of the planning application and the DCF.
Asbestos	Asbestos has been identified on site and will be managed safely. Details on how this will be removed from site will be within the demolition construction and environmental management plan secured via condition.
Public spaces should not be restricted to provide a public benefit	The café would be available for use on weekdays by occupiers and by members of the public when the rest of the building is open for operation. The play space would be open for use by the community throughout the week.
Flexible use	The proposal is for life science off / lab space and has been assessed as such. The use of the buildings has been restricted via condition, so that in the eventuality that the use no longer is viable, planning permission to change the use of the building would be required.
Design faults exaggerated	The proposal has evolved collaboratively through the PPA process, and retrofitting the existing building was considered at an early stage. However, officers are satisfied with the approach taken. It is important to note

	that there is no policy which strictly requires all buildings to be retrofitted.
Boundary treatments	Details of boundary treatments will be secured via condition.
S106 funding for Victoria Homes	Officers do not consider that contributions to Victoria Homes is necessary to make the development acceptable or reasonable.

### 9.148 Planning Obligations (S106)

9.149 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.

9.150 The applicant 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.

9.151 Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

9.152 Heads of Terms

9.153 The Heads of Terms (HoT's) as identified are to be secured within the S106 and are set out in the summary below:

Obligation	Contribution / Term	Trigger	Justification
Transport	£278, 794 towards GCP sustainable transport improvements on Milton Road/ Mitchams Corner improvements	Prior to commencement	To improve sustainable connections from the wider area and support the reduction in car parking.
	Contributions towards future car parking restrictions and to cover any potential extensions to any controlled parking zones	Prior to commencement	To extend the controlled parking zone if on street car parking results from the development,



			given the scale of the development
	Travel plan (including discounts for sustainable transport for employees)	Prior to commencement	To encourage sustainable and active travel modes which is important given the quantum of trips generated by the development
	Parking management plan	Prior to first use	To ensure parking is managed throughout the site and rogue parking does not impact upon highway safety within the site
	Pedestrian and cycle links to Corona Road and Lilywhite Drive and provisions towards physical access to the Fellows House site boundary with contributions towards improvements of the access through to Gilbert Rd in the event that permissive provision is agreed. Obligation to include provisions for managed access (times) where agreed with the LPA and permissive rights of access for members of the public in and around the building between the public access points.	Various, prior to occupation, Gilbert Rd provisions subject to 150 year cap on obligation	To support the promotion of active and sustainable travel trips generated by the development. To deliver the links identified in the Mitchams Corner SPD and create a more connected and permeable site.
Education:	Submission of a Construction Employment and Skills Plan	Prior to commencement	Given the scale and use of development
	Submission of an Occupation Employment and Skills Plan	Prior to first use and implement for no less than 20 years from first use	Given the scale and use of development
	Submission of a Community Access Agreement	Prior to first use and implement for	Given the scale and use of development

		no less than 20 years from first use	
Open Space:	£100,000 (plus indexation) towards the provision of and / or improvement to and enhancement of the off-site infrastructure facilities at Jesus Green (including the open space facilities and Rouse Ball Pavilion).	Prior to first use	To mitigate the impact of increased use from the development given the scale of the development and amount of employees it would generate.
S106 Administration, Monitoring and Compliance	£2,200 for monitoring and administration of S106	Prior to commencement	To cover Council costs of monitoring the S106 agreement
	A further additional fee of £500 for each instance where the Council is required to provide written confirmation of an obligation.	Prior to discharge of obligation	To cover Council costs of assessing the submissions to discharge any obligations of the S106 agreement

9.154 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010 in are in accordance with policy 85 of the Cambridge Local Plan (2018).

### 9.155 Other Matters

9.156 Bins

9.157 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

9.158 Limited information has been provided regarding how waste/ bins will be managed on site. As this is a speculative development, this is understandable. Nonetheless, waste would be collected within the servicing areas to the south-west of building 3 which would serve Buildings 2 and 3 and to the east of building 1 which would serve just building 1. A condition will secure details of waste management. This is considered reasonable and necessary to ensure safe management of waste which also does not result in an amenity impact.

### 9.159 Planning Conditions

9.160 Members attention is drawn to following key conditions that form part of the recommendation:

<b>Condition no.</b>	<b>Detail</b>
1	Time
2	Drawings
3	Traffic management plan
4	Travel plan
5	Parking management plan
6	Restricted vehicles 3.5 tonnes
7	Surface water drainage
8	Surface water run off
9	SuDs and completion
10	Architectural details
11	External materials and urban heat island
12	Sample panel
13	Rooftop plant screening
14	Signage
15	BREEAM design stage
16	BREEAM post construction
17	Water calculator
18	Rainwater harvesting
19	Water metering and monitoring
20	Hard and soft landscaping
21	Tree pits
22	Green roof
23	Construction ecological management plan
24	Lighting strategy for ecology
25	Biodiversity enhancement scheme
26	Tree protection
27	Tree site meeting

28	Tree protection implementation
29	Tree preplacement
30	Unexpected contamination
31	Material management plan
32	Control of odour
33	Demolition construction environment management plan
34	Demolition construction environment management plan (compliance)
35	Plant noise assessment
36	Servicing delivery management plan
37	Nitrogen deliveries
38	EV
39	Lighting scheme
40	Class E Use
41	Class MA
42	PD
42	Management Plan
43	Public Art

### **9.161 Planning Balance**

9.162 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).

9.163 Summary of harm

9.164 As discussed in detail in the amenity section of this report, officers identified that the proposal would result in a minor level of harm to daylight to a bedroom and lounge kitchen diner contained within Emmanuel House. These rooms would experience a moderate reduction beyond BRE guidance. This would result in habitable rooms appearing noticeably gloomy in comparison to the existing situation, resulting in harm to the enjoyment of these rooms.

9.165 Summary of benefits

9.166 Notwithstanding the above, the proposed development has significant benefits. These include:

#### *Economic*

- making more effective use of brownfield employment land
- boosting the supply of much needed office / R&D / lab space in a highly sustainable location
- reinforcing Cambridge's reputation as a leading hub for life sciences
- creating of circa 1,050 Gross FTE jobs during operation, plus additional construction jobs
- an output in GVA terms of an estimated £113m per annum (of which £66m is additional)
- an estimated tax revenue of £34- £45m per annum (of which £20m - £26m is additional) and
- a total of £5m in annual business rate payments (of which £0.7m is additional)

#### *Social*

- being of high-quality architectural design
- creating a series of useable and multi-functional public spaces (including a new public play and games area with design input from Milton Road Primary School)
- Improving the outlook and daylight levels for some habitable rooms within Emmanuel House
- Not harming the remaining residents' amenity
- EV charging that can be used by the community
- Social outreach programme
- No harm to the character and appearance of the conservation area or other heritage assets

#### *Environmental*

- delivering a modal shift to more sustainable and active transport modes
- providing high quality cycle parking designed with the users' journey in mind to promote active travel
- targeting cycling levels to increase from 22% to 40%, walking from 6% to 9%, and to decrease use of cars from 63% to 31%
- reducing car parking and reliance on cars
- achieving a target BREEAM rating of 'Excellent'
- reducing in water use compared to the existing building
- delivering significant biodiversity net gain in excess of the mandatory 10%

- contributions to improvements to Jesus Green or other public spaces
- contributions to improvements to Milton Road/ Mitchams Corner gyratory

9.167 When weighing the proposed development in the planning balance, Officers consider that the public benefits arising from the development significantly outweigh the harm identified. The development is therefore considered acceptable.

9.168 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions and a S106 agreement.

## **10.0 Recommendation**

10.1 **Approve** subject to:

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

-Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms as set out delegated to officers.

## **11.0 Planning Conditions**

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

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

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

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

3 No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

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

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

- 4 No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall 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).

- 5 Prior to the first occupation of the development hereby permitted, a Parking Management Plan for the public realm, including the road network, parking courts and parking bays shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- How car parking within the site is to be managed and enforced so that it only occurs within designated vehicular parking bays / locations
- How the proposed measures are to be publicised to potential purchasers

The Parking Management Plan shall be implemented in accordance with the approved details prior to the first occupation of any dwelling or in accordance with an agreed alternative timetable and shall remain in place for the lifetime of the development or until such time as the Local Highway Authority adopt the highway and the Local Planning Authority

agree in writing that the Parking Management Plan no longer serves a planning purpose.

Reason: To avoid the proliferation of parking across the site that is uncontrolled and can limit the proper functioning of the site including use of the highway by cyclists and pedestrians, to ensure that parking management of the site is consistent at an early stage in its development, in the interests of sustainable travel choice and to ensure that the site does not become a parking refuge for commuters (Cambridge Local Plan 2018 policies 56, 80, 81 and 82).

- 6 Demolition, construction or delivery vehicles with a gross weight in excess of 3.5 tonnes shall only service the site between the hours of 09.30hrs -15.30hrs Monday to Saturday.

Reason: In the interests of highway safety.

- 7 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 Flood Risk Assessment and SuDS Strategy, Water Environment Limited, Ref: 230-FRA-RP-01, Rev: CO2, Dated: 14th February 2024 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) Site Investigation and test results to confirm infiltration rates;
- f) 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;



- g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Permissions to connect to a receiving watercourse or sewer;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The scheme shall subsequently be implemented in full in accordance with the approved details prior to the occupation of any part of the development or in accordance with the implementation program agreed in writing with the Local Planning Authority.

Reason: To ensure appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018, policies 31 and 32)

- 8 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 appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018, policies 31 and 32)

- 9 Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018, policies 31 and 32)

10 Notwithstanding the approved plans, no development above base course level shall commence until details, including plans, sections, and elevations at a scale of no less than 1:20 of the following elements have been submitted to and approved in writing by the Local Planning Authority:

- windows, cills, headers, and surrounds
- door and entrance surrounds
- eaves, verges, soffits and fascias where applicable
- canopies
- balconies, balustrades, and railings
- junctions between different facing materials.

The development shall be carried out in accordance with the approved details. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

11 No development shall commence, other than demolition, until full details of all external materials including samples of proposed brick and stonework, non-masonry walling systems, cladding and decorative panels, kerbs, paving, and surface finishes/textures have been submitted to and approved in writing by the Local Planning Authority. This shall include a consideration of the urban heat island effect in the choice of cooler materials. Thereafter the development shall be undertaken in accordance with the agreed details unless the Local Planning Authority agrees to any variation in writing.

Reason: To ensure that the appearance of the external surfaces is appropriate to the character and appearance of the area and avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018 policies 28, 55, 56, 57 and 61)

12 No brick or stonework above ground level shall commence until a sample panel has been prepared on site detailing the bond, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing to the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development and to avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 55, 57, 58, 61 and 62).

- 13 No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the Local Planning Authority. This may include the submission of samples of mesh/louvre types and translucent screen and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

- 14 Prior to first occupation, full details of proposed signage shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance and siting of signage is appropriate. (Cambridge Local Plan 2018 policies 56 and 59)

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

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

- 16 Within 12 months following first occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

- 17 Prior to the first occupation of the proposed development, or as soon as reasonably practicable after occupation, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

- 18 No development above base course (other than demolition and enabling/utility diversion works) shall take place until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

- 19 Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed, and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018/Policy CC/4 of

the South Cambridgeshire Local Plan 2018 the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

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

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture, details of all play equipment and specification and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
- f) an implementation programme.

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

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

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

22 Prior to any development above ground level of any permanent building with a flat roof, 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 biodiverse roof(s) shall include the following:

- a) Confirmation of substrate depth, which shall be between 80-150mm (unless otherwise agreed).
- b) A plant /seed mix (with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum (green roofs only)).
- c) A management / maintenance plan including means of access.
- d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

The biodiverse roof(s) 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, repair or escape in case of emergency. 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).

- 23 No development shall take place (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 which construction when specialist ecologists need to be present onsite 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 ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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 policies 57, 59 and 70).

24 Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:

a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;

b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;

c) detail all building design measures to minimise light spillage;

d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (Cambridge Local Plan 2018 policies 57, 59 and 70).

25 Prior to the commencement of development above slab level, a scheme for biodiversity enhancement shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog connectivity, habitat provision and other biodiversity enhancements, including how a measurable net gain in biodiversity will be accomplished, when it will be delivered and how it will be managed. The approved scheme shall be fully implemented within the agreed timescale following the substantial completion of the development unless, for reasons including viability or deliverability, it is otherwise agreed in writing by the local planning authority.

Reason: To provide ecological enhancements in accordance with Cambridge Local Plan 2018 policies 57, 59 and 69, the Greater Cambridge Shared Planning Biodiversity SPD 2022 and NPPF paragraphs 8, 180, 185 and 186

26 Prior to commencement of development, including demolition, and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to and agreed in writing by the local planning authority before any tree works are carried out and before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition).

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

The development shall be carried out fully in accordance with the approved AMS and TPP.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 27 Prior to the commencement of any site clearance, a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council prior to any development or site clearance commencing.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 28 The approved tree protection methodology shall be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 29 If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in



accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interests of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

- 30 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).

- 31 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).

- 32 No development above ground level shall commence until a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours has been submitted to and approved in writing by the local planning authority. The approved scheme shall be installed before the use is commenced and shall be retained as such.

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

- 33 Prior to the commencement of development, or phase of, a Demolition / Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the following aspects of demolition and construction:
- a) Demolition phasing programme.
  - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
  - c) Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
  - d) Deliveries for the purposes of demolition activities shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the local planning authority in advance.
  - e) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
  - f) Soil Management Strategy.
  - g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - noise.
  - h) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - vibration.
  - i) Dust management, monitoring and wheel washing measures in accordance with the provisions of:
    - Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016).
    - Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018).

- j) Use of concrete crushers.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- m) Screening and hoarding details.
- n) Consideration of sensitive receptors.
- o) Complaints procedures, including complaints response procedures.
- p) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed plan.

Reason: To protect / safeguard the health and quality of life (amenity) of existing in accordance with Policies 35 (noise and vibration) and 36 (air quality) of the Cambridge Local Plan 2018.

- 34 The construction methodology and proposed dust, noise and vibration mitigation, management and monitoring as specified within the submitted document "Westbrook Centre, Cambridge; Construction Environmental Management Plan" (McLaughlin & Harvey, 08.04.24) shall be fully implemented throughout the construction phase of the development.

Reason: To protect / safeguard the health and quality of life (amenity) at existing premises in accordance with Policies 35 (noise and vibration) and 36 (air quality) of the Cambridge Local Plan 2018.

- 35 Before the development/use hereby permitted is commenced and on a phased basis as necessary, a noise impact assessment of cumulative plant and equipment (including all mechanical and electrical services such as combustion appliances / flues and ventilation systems / louvres, plant rooms) and a noise insulation scheme as appropriate, in order to minimise the level of noise emanating from the said plant and equipment shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

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

36 A site-specific Servicing and Delivery Management Plan (SDMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the use hereby permitted. The SDMP must acknowledge the restrictions on the allowable delivery hours and confirm all measures necessary to limit and control noise generating activities from the delivery yards and deliveries, including (but not limited to):

- Confirmation of design and use of the screen for the pump during nitrogen deliveries,
- Confirmation / detail on the restricted access to the north service yard (LGVs only and limited to one per hour),
- Details on the noise management and mitigation to be implemented for the roll cages (including design) and the floor areas where roll cages will be in use,
- Management of driver / operator behaviour including prevention of idling engines, vehicle radios to be switched off, prohibition on the use of tonal reverse beepers,
- Driver / staff awareness, signage and training,
- Monitoring and review of the noise management and mitigation measures,
- Inclusion of a complaints handling and investigation procedure.

The SDMP shall be implemented on site prior to the operation of the development and shall be retained and maintained thereafter. Any necessary changes to the SDMP shall be agreed in writing with the Local Planning Authority prior to their implementation.

Reason: To protect / safeguard the health and quality of life (amenity) at existing premises in accordance with Policy 35 (noise and vibration) the Cambridge Local Plan 2018.

37 Deliveries of nitrogen shall be made only to the southern service yard and shall be restricted to one delivery per week between the hours of 4pm and 6pm. All other deliveries to or dispatches from the site (including waste collections) shall not be made outside the hours of 7am to 9pm on Monday to Friday. There shall be no collections from / deliveries to the site at the weekends or on Bank / Public Holidays.

Reason: To protect / safeguard the health and quality of life (amenity) at existing premises in accordance with Policy 35 (noise and vibration) the Cambridge Local Plan 2018.

38 Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to and approved in writing by the

Local Planning Authority. The scheme shall include details demonstrating the location of the EV charge points, intended specification of the charge points and shall demonstrate provision of at least one rapid EV Charge Point for every 1,000m<sup>2</sup> non-residential floor space or, if rapid charge point installation is not possible, one fast EV Charge Point for every 1,000m<sup>2</sup> non-residential floor space (evidence must be provided to demonstrate that rapid charge point installation not possible).

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).

- 39 Prior to the installation of any artificial lighting an external and internal artificial lighting scheme with detailed impact assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site (external and internal building lighting) and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site shall meet the Obtrusive Light Limitations for Exterior Lighting Installations for the appropriate Environmental Zone in accordance with the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01-21 (or as superseded) and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

The artificial lighting scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect / safeguard the health and quality of life (amenity) at existing premises in accordance with Policy 34 (artificial lighting) of the Cambridge Local Plan 2018.

- 40 The development hereby permitted shall be used for Class E(g) and E(b) use as proposed. Any other class E uses would require re-assessment.

Reason: To protect against the loss of business space (Cambridge Local Plan 2018 policies 41).

- 41 Notwithstanding the provisions of Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the change of use of the development to a dwellinghouse (C3 use) shall not be allowed without the granting of specific planning permission.

Reason: To protect against the loss of business space (Cambridge Local Plan 2018 policies 41).

- 42 Prior to the first occupation of the building, a management plan for all the external areas including the external play area shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- how any anti-social behaviour is to be reported and managed
- out of office hours management
- Replacement, maintenance and cleaning regime for the play area
- Security provisions including CCTV arrangement

The play area shall be fully completed and opened for use for any member of the public prior to the occupation of the building and remain so for the lifetime of the development and managed always in accordance with the approved management plan.

Reason: In the interest of the amenity of the surrounding residents and to ensure successful place making (Cambridge Local Plan policies 35, 55, 56, 57, 59)

- 43 No development above ground level, other than demolition, (or in accordance with a timetable agreed in writing by the Local Planning Authority), shall commence until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To provide public art as a means of enhancing the development and (Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010)

Background Papers:

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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs