Planning Committee Date	24 July 2024
Report to **Lead Officer**	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	24/00889/FUL
Site	Clarendon House, Clarendon Road, Cambridge Cambridgeshire CB2 8FH
Ward / Parish	Petersfield
Proposal	Partial demolition, alterations and extensions to Clarendon House, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.
Applicant	Prudential UK Real Estate Limited acting by its General Partner Prudential UK Real Estate General Partner Ltd and Wrenbridge
Presenting Officer	Alice Young
Reason Reported to Committee	Third party representations
Member Site Visit Date	-
Key Issues	1. Design 2. Loss of trees 3. Amenity
Recommendation	**APPROVE** subject to conditions / S106

1.0 Executive Summary

1.1 The application seeks planning permission for the partial demolition, alterations and extensions to Clarendon House, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.

1.2 The proposal has evolved collaboratively through a planning performance agreement (PPA) pre-application. Early on in the engagement process, the applicant team provided a rigorous set of options for the site taking account of a wide range of factors and the LPA advised, in the interests of sustainability and embodied carbon, that the best option was to retain the existing structural steel frame and substructure.

1.3 The design has evolved and responded to Officers and Councillors concerns to create an architecturally varied, thoughtful and contextually designed development that is sensitive and responsive to its surrounding context while successfully mitigating the impacts of an increase in scale on site in a way which would not undermine the special character of the street. The ‘frontage building’ adopts a reduced scale to the existing and does not project beyond the existing frame so is not closer to Clarendon Road. With this, alongside the architectural quality of the whole proposal, officers consider that the development successfully knits into the surrounding context and enhances the northern area of the site.

1.4 Officers consider that the development would not amount to significant harm to residential amenity as all rooms affected by the development would meet either the daylight distribution indicator or the vertical sky component indicator. Furthermore, BRE guidance states that a pragmatic approach should be taken to assessing daylight and sunlight impacts taking account of the specific design features of existing properties and that impacts on daylight distribution may be unavoidable. Officers consider that separation distances would offset significant impacts on outlooks and overlooking would be mitigated by the design of the terraces and distances between properties. Taking all factors into account, officers therefore consider that the proposal would not result in significant harm to residential amenity.

1.5 It is acknowledged that the proposal would result in a loss of 4 trees which contribute collectively to the character and appearance of the conservation area and the street scene. Replacement trees are proposed to be semi-mature from day one to partially mitigate against this loss over time. However, officers have identified some minor short-term harm resulting from the loss of these trees.

1.6 Notwithstanding this, there are significant public benefits that would arise from the scheme if granted planning permission. The development makes effective use of previously developed land in a highly sustainable location, prioritises active and sustainable transport modes by the high-quality cycle parking facilities and commendable modal shift and targets BREEAM excellent, energy efficiency EPC A rating, 5 Wat01 BREEAM credits and

operational savings in carbon emissions of 54.25% beyond part L of Building Regulations. Furthermore, the development would have a low embodied carbon footprint by retaining the existing steel frame and substructure and would go fossil fuel free. These benefits are expanded upon in the planning balance section of this report, but it is undeniable that the proposal would amount to significant public benefit which would outweigh the short-term harm identified arising from the loss of the trees.

1.7 Officers therefore 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		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	x
Local Neighbourhood and District Centre		Article 4 Direction	

*X indicates relevance

2.1 The site is on the eastern side of Clarendon Road, south of the city centre, in Petersfield ward. The site is a brownfield employment site, comprising a three storey 1970s office block with under croft parking, with a T shaped configuration stretching west – east adjacent to the site vehicular access and north – south along Clarendon Road. A glazed single storey extension projects from the north-western corner towards Clarendon Road which was a later addition to allow inclusive access to the building. The building is in office use.

2.2 The site partially falls within the conservation area. The Brooklands Avenue Conservation Area boundary was extended in 2013 to include the entrance glazed extension and mature trees along the frontage to Clarendon Road. These trees are therefore protected as they fall within the conservation area. The majority of the building does not fall within the conservation area but is visible from and forms part of the setting of the conservation area.

2.3 The site is located within close proximity to the Cambridge Railway Station (500m north-east), guided busway cycle route (130m south-east) and bus stops along Brooklands Avenue (130m north-west). The site and surrounding area fall within the controlled parking zone which means that

the streets have restricted parking. The site also falls within the Cambridge Airport Consultation Zone.

2.4 The site falls within a mixed-use area, with office uses immediately to the north at Lockton House and north-east (City House) and residential flats to the east and south at Kaleidoscope and the residential detached dwellings of Clarendon Road properties to the west and north-west.

3.0 The Proposal

3.1 The proposal seeks planning permission for the partial demolition, alterations and extensions to Clarendon House, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.

3.2 The proposed development retains the existing steel structural frame for the building, demolishes the single storey front glazed extension and extends the building to the north, east and upwards to create a building which varies in scale from 3-5 storeys (plus undercroft). By extending to the north, the northern vehicular access will be relocated to the south and the northern corner of the site would be re-landscaped to deliver additional planting and a dedicated cycle access. The proposal will incorporate a reduction in car parking to 20 spaces (including two disabled parking spaces and 7 rapid EV chargers) and an increase in cycle parking to 236 spaces. The proposal adopts good passive design measures and incorporates renewable energy generation, such as air source heat pumps and roof-mounted photovoltaic panels, and water efficiency measures such as greywater recycling and rainwater harvesting.

3.3 The proposal will provide 7,179sq. m (GEA) floorspace / 6,624sq. m (GIA) of floorspace with the full breakdown of floor space detailed below.

EXISTING AREAS

Floor	Totals by floor							
		GEA		GIA		NIA		Net/Gross
	use	m2	ft2	m2	ft2	m2	ft2	%
Undercroft	BoH	133	1,433	98	1,055			
Ground Floor	office	942	10,141	896	9,641	702	7,559	78%
	*reception**					*68*	*736*	
1st Floor	office	912	9,819	862	9,283	752	8,092	87%
2nd Floor	office	912	9,819	863	9,284	759	8,165	88%
Total		**2,900**	**31,211**	**2,719**	**29,263**	**2,213**	**23,817**	**81%**

*reception excluded from total NIA

PROPOSED AREAS

Floor	Totals by floor							
		GEA		GIA		NIA		Net/Gross
	use	m2	ft2	m2	ft2	m2	ft2	%
Basement	BoH	696	7,493	624	6,713			
	*amenity**					*90*	*973*	
Undercroft	BoH	99	1,069	76	820			
	*car / bike***	*704*	*7,575*					
	*under podium***	*208*	*2,237*					
Ground Floor	office	1,490	16,036	1,385	14,908	985	10,597	71%
	*reception**					*113*	*1,217*	
	*communal podium**					*241*	*2,590*	
1st Floor	office	1,543	16,612	1,441	15,506	1,252	13,476	87%
2nd Floor	office	1,543	16,612	1,441	15,506	1,252	13,476	87%
3rd Floor	office	1,189	12,800	1,095	11,784	929	10,002	85%
	*terrace 1**					*151*	*1,628*	
	*terrace 2**					*14*	*155*	
4th Floor	office	618	6,647	563	6,057	451	4,851	80%
	*terrace**					*85*	*914*	
Total		**7,179**	**77,269**	**6,624**	**71,296**	**4,868**	**52,402**	**73%**

*amenity space, reception, podium and terraces excluded from total NIA

**car / bike parking excluded from total GEA

3.4 The application has been through a rigorous design process with multiple pre-apps, a Design Review Panel and Pre-app Member Briefing via a Planning Performance Agreement. Within this design process, options for the site were considered to try and find the optimum development for the site. This is expanded upon in the assessment section of this report.

3.5 The application has been amended to provide further information on the daylight and sunlight impact to residents and biodiversity net gain and consultations have been carried out as appropriate.

3.6 The application is accompanied by the following supporting reports and key plans which have been amended as indicated:

- Air Quality Assessment
- Analysis of Cambridge CBD (Office Market Assessment)
- Arboricultural Impact Assessment
- Daylight and Sunlight Report & Addendum
- Design and Access Statement

- Desk-Based Archaeological Assessment
- Drainage Strategy Report
- External Lighting Assessment
- Flood Risk Assessment
- Geotechnical and Contaminated Land Desk Study
- Health Impact Assessment
- Heritage Statement
- Noise Assessment
- Planning Statement
- Preliminary Ecological Appraisal and Preliminary Roost Assessment
- Biodiversity Net Gain Plan and Urban Green Factor Review
- Landscape and Ecology Management Plan
- Sustainability Statement (including Energy and Water Strategy and BREEAM Preliminary Assessment)
- Statement of Community Involvement
- Townscape and Visual Impact Assessment
- Transport Assessment and Framework Travel Plan
- Utilities Statement
- Operational Waste Strategy
- Public Art Statement of Intent

4.0 Relevant Site History

Reference	Description	Outcome
23/04783/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for proposed alterations and extension to Clarendon House, demolition of existing porch, new ramped vehicular access, delivery bay, cycle access and parking, landscaped rear deck, hard and soft landscaping, solar PVs, air source heat pumps, substation, utilities and other associated works.	EIA Screening Not Required
05/1201/FUL	Erection of two 6 metre high external light standards.	Refused
C/04/0977	Erection of new entrance lobby and gates and fence.	Permitted

4.1 The EIA screening opinion (23/04783/SCRE) concluded that the development does not meet the threshold for EIA development as the site area is 0.3 hectares, so the development is not considered to be EIA development.

4.2 The site has been subject to a PPA (Planning Performance Agreement) that was agreed in May 2023 which included multiple pre-apps, a design review panel, a disability panel and a pre-app member briefing.

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

Circular 11/95 (Conditions, Annex A)

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 25: Cambridge Railway Station, Hills Road Corridor
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 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 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 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

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

5.5 Other Guidance

Brooklands Avenue Conservation Area

6.0 Consultations

6.1 County Highways Development Management – No Objection

6.2 Subject to the following conditions:

- Traffic management plan
- Construction vehicle limit
- Highways informative

6.3 The access details shown on drawing KMC23012/001 (1) Rev B contained within the Transport Assessment are acceptable. The effect of the proposed development upon the Public Highway should be mitigated with the recommended conditions.

6.4 County Transport Team – No Objection

6.5 Subject to a travel plan condition and financial contribution to GCP Hills Road corridor improvements scheme.

6.6 Cycle parking: The applicant has proposed to provide 238 cycle parking spaces, with 222 in the lower ground floor parking and 16 visitor cycle parking spaces at the street level. 5% of these parking spaces will be for non-standard cycles and 20% will be Sheffield stand spaces. Based on the staff the cycle parking provision is more than the required standards which is acceptable.

6.7 Car parking: The current site has 53 car parking spaces. The applicant is proposing 20 car parking spaces at a ratio of one space per 331sqm. This is justified because the site is in a sustainable location being close to the city centre, Cambridge railway station, the Cambridgeshire Guided busway and the various cycle routes described in the previous sections. It should also be noted that the area surrounding the site is a Resident Parking zone which prevents employees from parking on street close to the site. Hence, the reduced provision of 20 car parking spaces is appropriate and acceptable.

6.8 Trip forecasts: The Transport Assessment states that for the proposed extension total area of 7,179 sqm, the applicant calculates 266 arrivals and 20 departures in the AM peak, and 214 departures and 46 arrivals in the PM peak. Of these there are 105 cycle and 48 pedestrian arrivals in the AM peak, and 83 cycle and 38 pedestrian departures in the PM peak. These details are agreed.

6.9 Mitigation: The development will increase the number of pedestrians and cyclists to the site along the Hills Road corridor and therefore a contribution of £119,490 to the Greater Cambridge Partnership Hills Road corridor improvement scheme is required.

6.10 Lead Local Flood Authority – No Objection

6.11 Subject to conditions:

- Detailed design of surface water drainage
- Details of how additional surface water run-off from site will be avoided

6.12 The above document demonstrates that surface water from the proposed development can be managed using geo-cellular crates for all events up to 1% Annual Exceedance Probability (AEP) storm event including a 40% uplift for climate change. Surface water discharge is restricted to existing pumping rates of 15 l/s to a public surface water sewer. A green roof is proposed above the proposed substation. A combined attenuation and rainwater harvesting tank to store and reuse water is proposed. Pump failure calculations show flooding within the site which equates to 177m3 and 46m3, however this can be contained within the car park area. The

proposed levels in the car park have been amended to allow flooded water to be contained in the event of pump failure. A CCTV Survey of the existing surface water network was carried out to verify the condition. This shows that remediation works are required at some pipe connections as defects were identified.

6.13 Environment Agency – No Objection

6.14 Subject to conditions for detailed surface water drainage and management of additional surface water run-off and several informatives.

6.15 The above document demonstrates that surface water from the proposed development can be managed using geo-cellular crates for all events up to 1% Annual Exceedance Probability (AEP) storm event including a 40% uplift for climate change. Surface water discharge is restricted to existing pumping rates of 15 l/s to a public surface water sewer. A green roof is proposed above the proposed substation. A combined attenuation and rainwater harvesting tank to store and reuse water is proposed. Pump failure calculations show flooding within the site which equates to 177m3 and 46m3, however this can be contained within the car park area. The proposed levels in the car park have been amended to allow flooded water to be contained in the event of pump failure.

6.16 Anglian Water – No Objection

6.17 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.

6.18 Surface water: Anglian Water has reviewed the submitted document, Drainage Strategy Report February 2024, and can confirm that the proposed drainage strategy is acceptable.

6.19 Urban Design – No Objection

6.20 Subject to a design details and materials condition and a sample panel condition.

6.21 The DAS explains well the overarching key design drivers that underpins the approach with the aim to reducing embodied carbon through the retention of the structural frame; optimising and making better use of an existing office site in a highly accessible location; and the remodelling of the existing building in a context led way that mediates the transitional dual character nature of the sites immediate context, being key strategic

themes. Overall, we believe the proposal has struck a successful balance between these key drivers, creating a proposal that carefully manages the constraints of the existing building to minimise embodied carbon and improve energy efficiency, is forward looking in its response by setting up a positive place shaping condition that supports the creation of a new potential link to Hills Road with good levels of overlooking – and, through the careful repair of the highly visible edges and the creation of an articulated silhouette with a layered variety of scales - the proposal will successfully transition from the existing commercial forms at the rear of the site to the finer grain context of the conservation area at the front, to create a building that in our view will sit comfortably within Clarendon Road.

6.22 The layout of the site has been largely dictated by the retention of the existing structural frame, with the proposal including extensions to the north and rear (east) and the removal of the existing protruding unsightly entrance along the frontage. A new welcoming, inclusive, step free entrance at a prominent corner framed by new landscape and trees will be created and overall, we believe the proposal will make a positive contribution to townscape views up and down Clarendon Road, repairing and improving the public realm at the north western corner. Extending the building northwards and introducing two new trees at the northwestern corner, creates a much improved frontage along the northern edge that has the potential to better engage with and establish a positive and green future street condition that may come forward to link to Hills Road. A separate dedicated cycle access has been achieved near the main entrance, reinforcing the legibility and people priority of this part of the site. The relocation of the ramp, which is required due to height restrictions of the existing frame, is proposed to be discretely integrated to the south of the building; this again is beneficial to improving the streetscape views of Clarendon Road. To the rear, the proposal overall creates a much greener and calmer condition, with climbers, green roofs, tree planting and landscaped terraced all helping to improve the microclimate.

6.23 Access for pedestrians and cyclists is greatly improved over the existing condition. A separate cycle access is provided near the main entrance via a slope constructed in line with LTN1/20 guidance and a step free inclusive main entrance has been achieved into the building from Clarendon Road, shifting the balance from a car dominated entrance to a people focussed key arrival space. High quality end of trip facilities (showers and lockers) for cyclists have been integrated into the basement and are located close to the cycle stands and the main movement core that provides the access to the upper floors. We welcome the inclusion of spaces for non-standard bikes.

6.24 The scale and massing of the building is expressed through a variety of layered volumes, heights, and forms which mediates the change in townscape character from the taller larger forms to the east and the more domestic fine-grained character to the west, enabling the building to respond to the sites varied edge character and conditions. The massing of

the building is cleverly broken down into three clearly identifiable separate forms, which is achieved by each volume proposed at a different height that is then further reinforced by varied rooflines to create an articulated silhouette of finer grained gables that echo the plot dimensions of adjacent domestic properties.

6.25 The tallest element of the building is formed by two symmetrical 5 storey gables and is set back from Clarendon Road behind the main entrance building, responding to the larger existing commercial forms to the east of the site and working with the scale of the Brooklands development. To the south, the building steps down to a lower form of 4 storeys to manage the transition in scale to the adjacent Kaleidoscope scheme. An upper floor set back between this lower 4 storey element and the taller 5 storey element, provides breathing space between the two volumes emphasising their individual profiles, and working to create visual separation between the taller forms when looking along Clarendon Road. The setback is also a key device in reducing the perceived mass of the taller forms layered to the rear of the site, helping the key entrance building to be visually read and noticed first amongst the 3 forms when viewed along Clarendon Road.

6.26 The lowest part of the scheme is expressed as a 3 storey ‘house like’ form with finer grain texture and detailing to help knit together the two varied grain and scale contexts of the site. The scale and appearance of this building was refined following a developer briefing to members, and we now feel that the texture and detail successfully combine to create a building that sits comfortably within its context whilst at the same time celebrating a new, legible, inviting, and inclusive entrance.

6.27 The relationship with the closest adjacent properties of the Kaleidoscope scheme has also been carefully considered with the rear massing of the 4-storey form refined and manipulated during the evolution of the design in response to daylight and sunlight analysis work where setbacks and stepping was introduced to manage the impacts on residential amenity. Visually, the rear of the building reads as a series of more vertical and domestically proportioned bays, which also helps to reduce the perceived massing of this elevation. Urban Design agree with the conclusions of the submitted Daylight and Sunlight report.

6.28 The DAS and Townscape and Visual Impact Report (TVIA) shows a number of local views looking south and north along Clarendon Road, which we believe demonstrates well how the proposal creates a contextually sympathetic massing silhouette that creates a new and positive cohesiveness to the eastern side of Clarendon Road, that is part of the family of the Brooklands development and not a carbon copy of it.

6.29 As you move south along Clarendon Road, closer to the proposal site, the views show the clear gaps and distinction between the taller forms on both sites, that work together to break down and mitigate the massing of the taller forms so that the more ‘house like’ massing of the front buildings on

both the Brooklands development and on the proposal site, are pulled into focus, becoming more visually prominent, and embedding the proposal into its finer grained context. The loss of the 4 smaller trees close to the southern boundary of the site to facilitate the relocated ramp is regrettable, however from an urban design perspective, their loss does not undermine the green character of Clarendon Road in which the 3 retained mature trees will continue to have a significant positive impact upon.

6.30 Facades are elegant and well-ordered, reinforcing vertical rhythms; there is a good level of richness to the elevations. A common set of details and features unifies and provides overall coherence but are then carefully varied to emphasise a change in character where needed, for example the entrance building.

6.31 Access Officer – No Objection

6.32 Reiterates the comments from Disability Panel which includes:

- An accessible toilet is on each floor and at least one of the superloos will include an outward opening door and grab rail.
- Access can be via the cycle link under the Hills Road bridge.
- No evacuation lifts but as it is a very low risk building, it is not necessarily requested.
- Asymmetrical double doors are preferable.

6.33 Conservation Officer – No Objection

6.34 Subject to a materials condition.

6.35 The building would have three main elements: a taller block behind the entrance which would echo the scale of the neighbouring Lockton House development (Brooklands); a slightly lower range transitioning to the scale of the modern Kaleidoscope building; and a smaller three-storey frontage section which would act as the main entrance and relate to the domestic scale of the conservation area houses opposite.

6.36 While the taller part of the building would be large in relation to the domestic architecture of the conservation area, the scale would relate to an existing group of newer commercial buildings towards the railway. The existing building is already considerably larger than the houses opposite and there is an established contrast in scale between the two sides of Clarendon Road. The lower frontage section of the replacement would be of three storeys, which is taller than the houses opposite although it is acknowledged the height is dictated by the retained structural frame beneath. Despite its relatively large scale along Clarendon Road, the frontage section would have clearly articulated base, middle and roof elements that echo the finer grain of the adjacent domestic architecture.

6.37 In local views from within or near the conservation area, the increased scale of the building would result in greater visual prominence than the existing arrangement. However, it is considered the proposed articulation of facades and roofs, with the breaking down of the overall massing, would successfully mitigate harmful impacts. In these views, the building is considered to sit comfortably between the neighbouring blocks with no further adverse impacts on the adjacent conservation area.

6.38 The form and detailing of the building would reflect historic industrial buildings in the area but with a distinctive identity and detailing that would be complimentary to neighbouring properties. Additional richness of detailing has been incorporated to the frontage section to better relate to the intricate Arts and Crafts houses within the conservation area. Despite the regrettable loss of existing trees, the proposal incorporates replacement and additional trees to the frontage that would relate positively to the sylvan character of the Clarendon Road and the wider conservation area. Furthermore, the existing and proposed trees would soften the visual impact of the building in local views.

6.39 It is considered that the proposal would preserve or enhance the character or appearance of the conservation area for the reasons set out above. In respect of NPPF paragraphs 206-208, it is considered the proposal would not cause harm to the significance of the designated heritage asset. The proposals would meet the requirements of Local Plan policy 61.

6.40 Historic England – No comment.

6.41 We suggest that you seek the views of your specialist conservation and archaeological advisers.

6.42 County Archaeology – No Objection

6.43 No recommended conditions.

6.44 Senior Sustainability Officer – No Objection

6.45 Subject to recommended conditions:

- BREEAM Design Stage certificate
- BREEAM post construction certificate
- Water calculator
- Rainwater harvesting

6.46 The overall approach to integrating the principles of sustainable design and construction into the vision and design of the proposals is fully supported. A key element of the proposal has been the aim of reducing the embodied carbon of the scheme, through the retention of the structural

frame and substructure. The embodied carbon assessment that accompanies the application Low embodied carbon by retaining existing steel frame and substructure estimates the lifecycle embodied carbon at 556 kg/CO2/m2/GIA, which is an improvement on the RIBA 2030 target of 750 kgCO2/m2GIA, and is very close to an A rating for lifecycle embodied carbon. In terms of upfront embodied carbon, the scheme achieves a score of 393 kgCO2e/m2, against the LETI 2030 target of <350 kgCO2e/m2. This approach is welcomed.

6.47 The scheme targets BREEAM excellent, a current score of 73.2%, meeting the requirements of policy 28. The energy strategy takes an all electric approach and utilises photovoltaic (pv) panels and air source heat pumps to provide heating and cooling. This approach results in regulated emissions savings of 54.35% beyond Part L compliant baseline. In terms of water efficiency, efficient sanitary ware, water management systems and rainwater harvesting are proposed to achieve the required 5 Wat01 credits. Rainwater is to be collected form roof and stored in an external attenuation tank as shown on the general arrangements, basement plan to serve WCs. The scheme includes an increase in tree canopy cover, with a 30% increase in canopy cover expected over a 30-year period. The scheme achieves an urban greening factor score of 0.4069 – to put that into context, in London the recommendation for commercial development is to achieve a score of 0.3.

6.48 Landscape Officer – No Objection

6.49 Subject to the following conditions:

- Hard and soft landscaping
- Tree pits
- Green roofs
- Landscape and ecology management plan

6.50 The new landscape includes hard and soft landscape areas around the site perimeter, eight new trees and a podium garden. Calculations have been submitted to show the Urban Greening Factor score, which, although is not a Cambridge Local Plan Policy, demonstrates that the overall coverage of planting will be increased and enriched across the site alongside 33.95% Biodiversity Net Gain. The entrance, approach and accessibility of the building will be improved through the finished levels and layout of the paving and planting around the new lobby.

6.51 We recommend that a contribution is also made towards street trees in the Brooklands conservation area to specifically mitigate for the trees lost in the conservation area section of the site and to contribute to tree canopy cover in this part of the city.

6.52 The landscape proposals are described in the design and access statement but there are no general arrangement plans for landscape. To

secure the extent and quality of the landscape scheme we recommend that the landscape proposals are added to one of the site plans or a specific landscape site plan is submitted to show the extent and types of hard and soft landscape.

6.53 Ecology Officer – No Objection

6.54 1st Comment: Insufficient information on biodiversity net gain, the metric is not agreed. The submitted report has not found any evidence that a protected species licence will be required prior to works commencing on site. No bat roosts were identified during the nocturnal bat survey on Clarendon House in August 2023 and there are no anticipated impacts from the proposed works on roosting bats. The report has recommended non-licensable reasonable avoidance measures are employed to remove any residual risk of harm or disturbance to protected and priority species including breeding birds. I agree with analysis and do not require any further surveys to be submitted. Proposed external lighting is at 3000k, we would ask that the lighting documents are not approved documents and the lighting is reduced to 2700k. The scheme should be secured by a separate condition of any consent. Guidance should be followed in Bats and Artificial Lighting at Night Guidance Note 08/23.

6.55 2nd Comment: No objection subject to conditions. The revised metric now shows that the development would provide a 45.12% gain. The submitted information confirms that the baseline for trees is correct and the 8 trees proposed will be planted at medium sized (over 30cm diameter at breast height).

6.56 Recommended conditions:

- Statutory biodiversity net gain
- Works to be carried out in accordance with the preliminary ecological assessment and preliminary roost assessment
- Submission of scheme of ecological enhancement
- Submission of a lighting design strategy for biodiversity

6.57 Natural England – no comment.

6.58 Tree Officer – No Objection

6.59 Subject to tree protection conditions.

6.60 The existing building limits access to the site therefore it is proposed to move the vehicle access ramp from the north boundary to the south, resulting in the loss of four trees of value that contribute significantly to the character of the conservation area. Limited space has been provided along the frontage for equal replacement therefore the proposal will result in a loss of verdant amenity. To maximize mitigation it will be necessary to

ensure that proposed landscaping provides for trees of large stature at maturity. Proposed replacements are to the north of the building, adjacent to the northwest corner, adjacent to new access ramp and along the east boundary. It is the proposed two trees to the north of the building that will contribute most to the verdant character of Clarendon Road.

6.61 The proposal includes a reduction in the canopy of the large silver maple dominating the site frontage to create a 4m clearance to the building. This will result in a canopy spread of less that 5m to the east leaving a canopy of almost 10m over the road. This level of reduction is not supported. The tree is a reasonable constraint to standard construction and specialised methods should be adopted to limit the extent of reduction needed.

6.62 The proposal also includes on-going pruning to G2, two semi-mature lime trees off site. While management of these trees will be required periodically as they mature, pruning back to boundary is considered to be excessive.

6.63 Environmental Health – No Objection

6.64 Subject to the following conditions:

- Implementation of remediation
- Phase 4 verification/ validation report
- Unexpected contamination
- Material management plan
- Phase 2 site investigation
- Demolition, construction environmental management plan
- Plant noise compliance
- Plant noise post completion testing
- Roof terraces – restriction of music
- Roof terraces – restriction of hours of use
- Operational deliveries / collections
- EV charging points
- Site-wide artificial lighting – operational

6.65 Air Quality: The proposed development is located outside the City Councils' Air Quality Management Area (AQMA) and on review of the proposals, it is unlikely that adverse air quality impacts will arise in the locality as a result of the completed development. Indeed, I note that car parking provision will be reduced form the existing 53 spaces to 20 spaces. This is welcomed.

6.66 Demolition/ construction: Section 8.1 of the Air Quality Assessment goes on to provide a number of generic dust mitigation, management and

control measures. Whilst the measures are acceptable in generic terms, they are not site specific. Therefore, a demolition / construction environmental management plan is required.

6.67 EV charging: Of the 20 car parking spaces provided, 7 of these will be fitted with “fast” EV charge points and 13 will be provided with passive connections for future use. The fast chargers should be ‘rapid’ but if these cannot be installed for technical reasons, evidence will be required to justify this approach.

6.68 Contaminated land: A comprehensive Desk Study Report has been submitted with this application. This report presents a well-researched preliminary conceptual site model (CSM) that accurately describes the potential contamination risks faced by this development. Whilst this risk is assessed as being low, the report recommends further confirmatory site investigation appropriate to the scale and nature of the redevelopment. As the site is brownfield with a significant history of development and occupation, this recommendation is welcomed and supported.

6.69 Operational noise: The Noise Impact Assessment provided has identified the main sources of noise from external mechanical plant will be the proposed air source heat pumps, air handling units and condenser units. Without mitigation (and presumably not considering the shielding provided by the proposed building envelope), noise from the plant deck closest to Glenalmond Avenue would result in significant adverse noise impacts at that receptor location. As such, page 17 of the assessment provides detail on noise mitigation, which includes:

- Application of a hydrophobic, robust and sound absorbent lining to the inner side of the gable and
- Silencers to be fitted to external ductwork.

6.70 Final noise model data is presented in Figures 5.4 (daytime) and 5.5 (night-time) indicating that the existing background noise levels will not be exceeded at the relevant receptor locations. The detail presented in the Noise Impact Assessment is acceptable subject to further details secured via condition.

6.71 The Noise Impact Assessment also considers noise from vehicles entering and exiting the car park. This has been considered due to the site entrance being moved from its existing location to a proposed new location. The completed development will only have 20 car parking spaces and as such, the conclusion is that there will be no adverse impacts as a result of vehicle movements to and from the site. I agree with this and have no further concerns on this aspect of the development.

6.72 In principle, I have no objections to these terraces. However, given the proximity to existing residential dwellings and the height of the apartment blocks at Glenalmond Avenue, it is important that noise management is considered and implemented on those terraces. To this end, our view is that it is appropriate to recommend a condition restricting hours of use of

the terraces from 7am until 7pm, which will provide protection for residents into the “quieter” evening period and also a condition prohibiting amplified music and voice on the terraces.

6.73 Police Architectural Liaison Officer – No comment.

6.74 Fire Authority – No comment.

6.75 Cambridge Airport – No objections.

6.76 The introduction of PV panels on the roof of the buildings may affect the operations at Cambridge airport. The PV reflections could have an impact on Airport operations due to glint and glare effects. Cambridge Airport requires a glint and glare assessment to determine full impact on pilots approaching the airport and air traffic controllers in the ATC tower. We will need to object to this proposal unless a condition secures the submission and approval of a glint and glare assessment.

6.77 Due to the site being within 6km of Cambridge Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

6.78 S106 Officer – No Objection

6.79 No specific infrastructure financial contributions recommended. S106 monitoring will be required given the transport contributions recommended by County, therefore £700 is required for monitoring and administration.

6.80 Disability Panel Meeting of September 2023

6.81 See Access Officer’s comments.

6.82 Design Review Panel Meeting of 28th September 2023

6.83 Overall, the Panel support the proposed massing and stylistic relationship to the Lockton House development. The Panel understand the concerns that matching the materials (grey brick) or the forms (saw-tooth roof) could cause the two buildings to coalesce when viewed from Brooklands Avenue and along Clarendon Road.

6.84 There were some concerns that the lower entrance building may be a little out of scale with the street, but the Panel agree that the strategy of a lower building, of a more domestic scale is successful.

6.85 The Panel urged the architects to be bolder, and perhaps introduce colour, artwork, different materials, graphics etc to perhaps make the entrance more significant with more external space around it or more internal communal space.

6.86 The separate cycle and car entrance is welcomed.

6.87 The Panel supports a scheme which retains the structural frame, with the benefits and comprises this entails. They were convinced that the improvements to movement around and inside the site, the improvements to the street scene (including taking the substation into the site), the benefits to the conservation area given the new entrance on the north-west corner and the replanting of new trees outweighed the loss of the trees adjacent to Kaleidoscope. If it is not viable to retain the frame, the Panel, and the LPA, would want to look afresh at the design of an entirely new build development on this site.

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

7.0 Third Party Representations

7.1 55 representations have been received.

7.2 Those in objection have raised the following issues:

Design

- Overdevelopment – excessive scale, height, massing and density. Doubles the footprint of the building. Exceeds the height of neighbouring buildings. Dwarfs the houses opposite.
- Out of character with the surrounding area, particularly Clarendon Road and the Kaleidoscope flats.
- Overly dominant in the surrounding area, in particular Clarendon Road and Kaleidoscope flats
- The front block of the development is too tall for the road and with its large windows is out of keeping with the residential nature of the road.
- Loss of trees and consequent impact on visual amenity / street scene. The replacement trees are deciduous (losing their leaves in winter) which would not adequately mitigate the loss of canopy cover, the scale and massing of the proposal or impact on neighbours.
- Landscaped podium could be greener.
- Negative impact on the character of the conservation area. Incompatible with the historic Victorian and Edwardian houses in the Conservation Area. The excessively high front block and large windows would disrupt the harmony of the area.
- Elements such as the unnecessary 'chimney stack' and saw-tooth roof further detract from the character of the Conservation Area
- The metal pergola adds further height to the building and creates a jarring roofline, and should be removed.
- Negative impact on the design layout of the area
- Huge block which has no acknowledgment its residential neighbours
- Even higher than the development at Lockton House.

- The design has a protruding front section of three storeys directly facing 11, 17 and 19 Clarendon Road which is 3.4m higher than Lockton House and sits at odds with Lockton House.
- Doubts on the architectural merits of the building
- Urbanisation of this suburban, predominantly residential area
- The proposal would close the gap between these Clarendon and Lockton House which increases the mass at street level
- The cumulative effect of these two projects amounts to a wholly unacceptable and shocking negative impact on the built environment of Clarendon Road.
- A proposed vehicle drop off point is shown in front of the proposed entrance and directly opposite no. 15-17 Clarendon Road. This arrangement would encroach on the public pavement and grass verge, the preservation of which makes an important statement about the mixed residential/office nature of Clarendon Road.
- The pergola on the fourth floor terrace detracts from the skyline as part of an inconsistent and overbearing roofline
- Roofline out of character
- Major impact on buildings which are considered important in terms of local character in the Conservation Area appraisal from very large floor to ceiling windows and overlooking from all 3 blocks of the building (front, middle and back). The Victorian terrace (2, 4 and 6 Clarendon Road) and 9,11,15-17 and 21 Clarendon Road are all marked as 'Buildings important to character' on the Brooklands Avenue Conservation Area Townscape Analysis' map.
- Excessive number size and prominent position of rooflights
- Design of the very large corner window is unacceptably large and would lead to direct overlooking, in particular to 15-17 Clarendon Road and 11 Clarendon Road.
- The white metal panels and fins are not in keeping with the Conservation Area.
- The large concrete spandrels are too dominant
- Choice of material for roofs should match the zinc roofs at Lockton House

Amenity

- Loss of light and overshadowing to Kaleidoscope flats and Clarendon Road properties
- Overbearing
- Loss of privacy arising from the roof terraces, overlooking Clarendon Road Fitzwilliam Road and Kaleidoscope flats and rear gardens. There would be three times as many windows on the West frontage facing Clarendon Road houses. This would give unacceptable and intrusive overlooking; and considerable light pollution.
- Landscaped deck will overlook the Kaleidoscope flats
- Noise and pollution arising from the relocation of the vehicle ramp which is just opposite the vehicle access of 1 Fitzwilliam Road

- Noise impact arising from construction and demolition. Lockton House has significantly impacted residents and this will do the same.
- Decreasing air quality due to car pollution
- Noise from the terraces despite the developer looking to restrict the hours of use.
- Light pollution to surrounding neighbours
- Impact on the German Lutheran Church, in terms of overlooking and overbearing
- The noise impact assessment is incorrect that sensitive internal spaces of the flats are on the opposite side of the Kaleidoscope building. No. 1's living room is directly next to the access and 8m from no.1s bedroom window.
- Noise impact assessment out of date, almost 2 years old, and was carried out when Lockton was being developed.
- Given the angle of the ramped access, cars will invariably have to speed up significantly to climb the ramp resulting in additional wear and tear on the surface, as well as noise and air pollution in a sensitive area of neighbouring flats.
- Loss of trees reduces the noise screening to residents.
- Vibration impacts
- screening the demolition site to minimise the dust and pollution that are so harmful for the residents health.
- Deliveries blocking access to residential dwellings
- Access to the car park should be restricted to prevent noise impacts to residents at unsociable hours

Transport impacts

- Increased traffic (pedestrians, cyclists and cars) leading to decreased highway safety and increased congestion on Clarendon Road, Fitzwilliam Road, Shaftesbury Road and Brooklands Avenue. Traffic is already high, particularly at peak time with the schools and commercial developments.
- Over provision of car parking. 20 is excessive. Lockton House the neighbouring development only has 11. This significantly exceeds the parking ratio of similar developments
- The corner of Clarenden / Fitzwilliam / Glenalmond is extremely dangerous and will become worse once the 3 houses & 7 carparking spaces at 1 Fitzwilliam Road are in use.
- Traffic calming measures and a one-way system around the square would be beneficial.
- insufficient parking which leads to illegal parking during pick-up and drop-off times at the schools which would restrict access by emergency vehicles if required
- The existing ramp is safe for cyclists and vehicles
- Increased risk of collisions due to moving the ramp access nearer to residential accesses

- No clear visibility for cars exiting the parking ramp onto Clarendon Road
- A clear opportunity for a further reduced level of car parking has been missed
- The delivery layby would result in conflict between delivery vehicles, pedestrians, cyclists and drivers using Clarendon Road and accessing the site.
- Off street space should be provided for construction and delivery vehicles
- The S106 contributions recommended by the County Transport Team should be for Clarendon Road not Hills Road improvements.
- Conflict arising from the proximity of the entrance to the access to City House and Lockton House
- TRICs data used is out of date
- Existing car parking is not full, this is misleading the actual on the ground impact of proposed car parking provision
- Clarendon Road has overnight parking stress which has not been addressed
- No traffic survey completed
- Number of deliveries and taxi movements is understated, particularly given large increase in number of employees and visitors
- Narrow ramped access

Sustainability / biodiversity

- Not re-using the materials
- Every part of the fabric of the existing building will be demolished. This will all involve a huge waste of materials and energy, while new parts will be sourced, manufactured, and transported in, requiring huge amounts of energy.
- The environmental benefits of the scheme could be achieved without replacing the existing building, by providing more cycle parking, more green space and landscaping, shower facilities for cyclists.
- This is incompatible with the decarbonisation of the built environment. The British Property Federation in a recent submission to a government consultation on MEES requirements has agreed that if "the likely outcome is for a given building to be demolished and rebuilt (this) is contrary to any crucial attempts to retain so far as practicable existing embodied carbon in the built environment."
- Loss of trees results in a loss in habitats for local wildlife
- Amenity afforded to the trees is under represented
- Impact on water usage
- Loss of embodied carbon arising from construction
- Cumulative loss of trees, leylandii lost at Lockton House and a large sycamore tree lost as part of 1 Fitzwilliam Road
- Retained trees may also be impacted by the development & the substation (G003 & T002).

Miscellaneous

- Inadequate community consultation - Developers' submission of plans solely using AoD references for height measurements hampers the accurate assessment of the proposed buildings' relative heights from ground level, hindering comparison with neighbouring properties.
- Fitzwilliam Road were not included in the public consultation carried out by the LPA. Lack of neighbour notification and unclear plan presentation hinder community engagement.
- The offices are fit for modern use. Better quality than Lockton House.
- Pushing the existing local and public bodies currently operating from the building out in favour of larger multi-national companies.
- Development will set a precedent for larger development
- Light impact and its effect on local wildlife
- There is a lack of safe outside space for children and for residents from the flats and it is unclear whether the landscaping around the building will be open to the public.
- Provision has already been made for office space in the local plan. Clarendon House is not allocated in the existing plan or proposed plan
- Inaccuracies in the application documents and plans out of date - Part of the Clarendon House site - the frontage - including the trees, shrubs and glass porch - sits within the Conservation Area since its designation on 17 May 2002.
- 15-17 Clarendon Road second storey is not a loft but a bathroom and bedrooms.
- The amount of glazing should be reduced, not only for overlooking and loss of privacy reasons, but also due to the risk of fire and spread of flame implications.
- Multiple drawings show parts of the building greyed out which is misleading and should be changed.
- Lack of view from 15-17 Clarendon Road in the Town and Visual Impact Assessment
- Impact on water
- Screw piling only
- This proposal does not deliver and reinforce a sense of place and local shops and services' and the site is not included in the specific areas mentioned in this part of the plan.
- If approved, conditions should be placed to ensure construction and demolition is restricted to 9am-3:30pm and root protection is provided to T002 and G003.

8.0 Member Representations

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

- Unacceptably big enlargement, it would dominate the area around it to the considerable detriment of the conservation area and the residents living in the adjoining flats and houses opposite.
- Roof terraces too close to the flats.
- Moving the entrance ramp is not acceptable.
- Loss of trees and heavy pruning is not acceptable.
- The swept path analysis is not accurate.
- The meal pergola is not shown on all elevations, only on the western one.
- Materials have been inconsistent in the documentation submitted. These details are required to make a full assessment of its impact on the conservation area and the street scene.

9.0 Local Interest Groups and Organisations / Petition

9.1 BAARA (Brooklands Avenue Area Residents Association) has made a representation objecting to the application on the following grounds:

- Endorses all objections from individuals in the neighbourhood.

9.2 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.

10.0 Assessment

10.1 Planning Background

10.2 The proposal has evolved collaboratively through a planning performance agreement (PPA) pre-application process with the applicant and their design team. Due to the constraints of the site, the Council requested that the applicant team evaluate several different options for the site using a comprehensive set of sustainability indicators to ascertain the optimal design solution for the site. The options comprised: basic refurbishment of the existing building; partial frame retention and extension; total frame retention and extension; and lastly a complete rebuild. The indicators chosen took into consideration a wide variety of measures, including carbon, green infrastructure, buildability (due to the constrained nature of the site), water, ESG credentials, visual amenity and impact on the conservation area.

10.3 After a thorough review of the options, officers concluded that the most sustainable and deliverable option was retaining the frame and extending the existing building. This was taken forward by the applicant team. It was made clear however that if the frame were not to be retained, the approach would be revisited.

10.4 Principle of Development

10.5 The proposal seeks to partially demolish, extend and alter the existing office building to create enhanced, flexible and sustainable office space.

10.6 Policy 2 of the Cambridge Local Plan 2018 sets out the spatial strategy for the location of employment development to support Cambridge's economy stating that employment development will 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.

10.7 The site sits adjacent to the Station Opportunity Area and is well connected by pedestrian, cycle, bus and train infrastructure. While the site does not fall within the Opportunity Area, given its close proximity to it and its sustainable location, officers consider the proposed development aligns with the spatial strategy for employment development.

10.8 Policy 40 encourages new office development to come forward in the city centre, Eastern Gateway and in the areas around the two stations as defined by the Opportunity Areas. Outside of these areas elsewhere in the city, policy 40 supports office development on its merits.

10.9 As outlined above, the site borders the Station Opportunity Area so strategically it is the next best option for employment after those listed in policy 40 as it is well connected by sustainable transport modes. Clarendon House is well connected to central Cambridge via Brooklands Avenue and Hills Road with designated footways, as well as the Cambridge railway station (10 minutes' walk) and the Cambridgeshire Guided Busway (6 minutes' walk) through Glenalmond Avenue. The site is easily accessible via bike with connections via designated segregated infrastructure, including the Driftway Cyle Route, the Chisholm Trail and National Cycling Network Route NCN and wider Cambridge cycle network. Buses are within walking distance and provide a regular service to the city centre, railway stations and surrounding villages. Similarly, rail services provide access to London, East Anglia and Birmingham.

10.10 Policy 41 of the Local Plan aims to protect land in employment uses to ensure a sufficient supply remains to meet demand. It also facilitates redevelopment of existing employment sites where there is a need to modernise buildings that are out of date.

10.11 The existing building is of 1970s construction and, given the lack of investment since, the building does not have the right configuration, core design and facilities for the current market. The applicant team also advise that the building is set to be non-EPC compliant by 2030. This all indicates that the existing building is no longer fit for the current market and is in need of modernisation to meet market demand. Therefore, the proposal would align with policy 41.

10.12 The Greater Cambridge Employment and Housing Evidence (2023) states that while the pandemic has slowed demand for office space due to home working, there is still good demand for businesses wishing to locate to central and north Cambridge in high quality premises. The evidence also states that when accounting for projected demand and supply, there is a deficit of 61,139sqm of office space. The development would contribute to meeting this identified need during the 2020-2041 period and help retain business within sustainable locations in Cambridge.

10.13 The proposal seeks to expand and enhance the existing office space on site to provide a high quality, well designed and sustainable office space which will align with the aims of the adjacent Opportunity Area, while protecting the office use on site by meeting current office market demands. Therefore, officers consider that principle of the development is acceptable and in accordance with policies 2, 40 and 41 of the Cambridge Local Plan (2018).

10.14 Design, Layout, Scale and Landscaping

10.15 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.

Existing site circumstances

10.16 The existing building of Clarendon House is a 4 storey 1970's office building (including undercroft), which was later extended at single storey to create disabled access to the building. The frontage along Clarendon Road is well vegetated with several mature trees to the west and southwest parts of the site frontage, limited vegetation is to the north-western corner due to the separate vehicular access of Clarendon House and City House. Both the area of trees to the front of Clarendon House and the glazed single storey entrance fall within the Conservation Area, with the mature trees contributing to the vegetated character of Clarendon Road, a tree lined street.

10.17 Officers agree with the contextual analysis undertaken which details that the site sits in a point of transition between the larger scaled commercial and residential buildings to the north, east and south comprising between 4-8 storeys in height and the finer grained suburban 2-2.5 storey Victorian villas to the west. The latter fall within and form a distinctive part of the character and appearance of the Brooklands Avenue Conservation Area.

10.18 The existing building is considered to relate poorly to this context. It exhibits an overly horizontal emphasis which unsympathetically contrasts with the suburban residential villas on the opposite side of Clarendon Road. The glazed entrance, while subservient to the existing building,

bears little relation to the character of the existing building and is considered to block views of the trees south of it which are important features in the street scene. The vehicular access to the north of the existing building sits adjacent to the side vehicular access to City House to the north-east. These two accesses create a large area of hard landscaping which sits at odds with the tree lined street character elsewhere on Clarendon Road and also does not create a walkable environment on the eastern side of Clarendon Road as cars are given priority at these junctions.

Proposal

10.19 The development proposes to partially demolish the existing building, retain the existing frame and extend to the north, east and west and upwards to create a building of varied form comprising 3 storey and 4 storey, 5 storey volumes. The vehicular site access would be relocated from the north to the south, with a segregated cycle access being re-provided in the north of the site.

Scale and massing

10.20 The scale and massing of the building is expressed through a variety of layered volumes, heights, and forms, to respond to the dual scale present within the surrounding context. The proposal retains a 3 storey frontage to Clarendon Road which then steps to 5 storeys directly behind, further to the east. Stepped back from the 3 storey frontage building further to the south is a 4 storey volume connected via a flat roofed 3 storey section. As such, the form is broken down into three distinct sections, the frontage building, which has a more domestic interpretation, the layered five storey form behind which responds to the greater scale behind, and the four storey form to the south which is a similar scale to the Kaleidoscope flats to the south and eases the step in scale when viewed from Clarendon Road. Within these sections, the scale is broken down further and contextually appropriate design approaches adopted.

10.21 The scale of the frontage building, the smallest volume fronting Clarendon Road, is dictated by retaining the existing 3 storey frame but to better relate to the Victorian villas on the opposite side of the street, the form has adopted a pitched roof that sits parallel to the street and has a more vertical character compared to the existing form, matching that of the properties across the road. The eaves height has been reduced during the pre-app process (and since DRP) to further decrease the perceived massing. The proportions have also been cleverly designed to appear more domestic, with the under-croft entrance breaking the length of the building and a clear base, middle, top elevational treatment.

10.22 Behind the frontage building sits the tallest element of the building at 5 storeys in height. This massing design reduces the impact of the scale on views at street level from Clarendon Road and mirrors the approach taken at Lockton House (where 5-storey form sits behind a two storey frontage

building). As mentioned above, the scale of the frontage building was dictated by retaining the frame of the existing 3 storey building hence the retention of the 3 storey form to the front. The 5 storey form sits comfortably alongside the 5 storey form of Lockton House (which is almost complete), the 4 storey form at City House and the 4-8 storey form at Kaleidoscope. The 5 storey element of the proposal has two symmetrical gables which articulates the massing, reducing its perceived scale further, and creates a vertical emphasis. This also creates distinction between the proposed development and the Lockton House scheme. The scale relationship between the frontage building and the mass behind is comfortable and given the articulated roofs of the respective sections, the taller element does not loom over the frontage building.

10.23 To the south, the building steps down to a lower form of 4 storeys to manage the transition in scale to the adjacent Kaleidoscope frontage which is 4 storeys in height. Here the built form is set behind the Kaleidoscope development with a green frontage maintained and gables have been used to break down this frontage and add interest at roof level. A symmetrical gable pivots to an asymmetrical gable which is clad in metal, to create the optimal positioning for solar panels on the roof. This also creates a distinction between the layered gable frontages.

10.24 An upper floor set back between this lower 4 storey element and the taller 5 storey element, provides breathing space between the two volumes emphasising their individual profiles, and working to create visual separation between the taller forms when looking along Clarendon Road. The setback is also a key device in reducing the perceived mass of the taller forms layered to the rear of the site, helping the key entrance building to be visually read and be noticed first amongst the smaller forms when viewed along Clarendon Road.

10.25 To the rear (east), the scale of the 4 storey element has also been manipulated to create a gradual stepped form to the interface with the Kaleidoscope flats to the east of the site. This massing was adopted to provide visual and daylight relief to these flats. The rear of the building reads as a series of more vertical and domestically proportioned bays, which helps to reduce the perceived massing of this elevation.

10.26 Overall, officers consider that the scale and massing of the proposed development successfully responds to both the finer grain domestic Victorian villas fronting Clarendon Road and the larger commercial and residential flats to the north, east and south, by virtue of the varied scale, form and layered approach. Whilst the proposal would represent a change in scale, the thoughtful and contextually sensitive massing strategies employed are considered to successfully mitigate the impacts of an increase in scale on the site, which would not undermine the special qualities of the street.

Elevational design

10.27 The elevational design and material palette, as detailed in the Design and Access Statement, have been subject to robust and contextual analysis. Slight differences in the architectural detailing are proposed on the differing volumes of the development to reinforce the connections to the surrounding context while maintaining a cohesive architectural appearance to the proposed development overall. A higher solid (brick) to void (window) ratio is proposed on the 'house like' front arrival building aiding the creation of a more domestic character, with the window spacing on the taller forms positioned closer together providing a different more recessive compositional backdrop. The change in character in the front building is reinforced by a carefully placed shadow gap on the northern elevation between the taller forms behind. The disruption on window proportion at the upper floor northwest corner on the frontage building, which helps to signify the building entrance below. The facades are unified by the common material palette, details, features and vertical emphasis creating textured and rich elevations. The frontage building has been designed to adopt detailing present in the Victorian villas adjacent, without creating a pastiche, by incorporating a frieze detailing and a textured cladding at second floor to create a roof like form. The additional detailing on the frontage building allows the massing behind to have a more recessive role and clearly marks the building entrance, ensuring the building sits comfortably within the streetscape and relates to the richness of the finer grained context.

10.28 The material palette includes buff brick and textured light chalk cladding at the upper floor on the frontage building. These materials have been subject to rigorous testing in terms of their visual impact and embodied carbon impact. Conditions will secure further details and a sample panel of the materials proposed to ensure the design quality is maintained.

Layout and landscaping

10.29 The site is relatively small and quite constrained with residential dwellings at Kaleidoscope and on Clarendon Road within close proximity, protected mature trees fronting Clarendon Road which have a high amenity value, and the access arrangements required for operation. As detailed above, the differing options for layouts were rigorously tested and it was concluded that retaining the frame and extending the building was the optimal and most successful option for the site; this option was also tested at Design Review Panel who agreed that this was the best option for the site given the site constraints and the benefit it brings.

10.30 The layout of the site has been largely dictated by the retention of the existing structural frame and the buildability of the proposal given the constrained nature of the site. For example, the relocation of the vehicular ramp had to occur to facilitate maintenance access to the rear of the site as this could not be accommodated in its current position due to height restrictions of the existing frame. The relocation of the vehicular access to the south makes way for the extension to the north of the building, a dedicated cycle access and additional landscaping to the north-western

corner. This repairs and improves the public realm by not having two accesses directly adjacent to each other, allowing prioritisation of pedestrians and cyclists and allowing sufficient space to create a well-landscaped setting, responding to character of Clarendon Road. The proposal also creates a much-improved frontage along the northern edge in case a new link to Hills Road comes forward.

10.31 By relocating the vehicular access, the development includes the removal of 5 trees. The trees within the south-western frontage of the site collectively have a significant amenity value and a clear contribution to the character and appearance of the conservation area. However, officers consider that the removal of these trees is justified and a necessity given the options for the site previously explored. Furthermore, through the mitigations proposed such as replanting elsewhere on site and ensuring adequate canopy cover is maintained in the south-western corner, officers consider the impact arising through the loss of the trees is offset. This will be expanded upon further in the Trees section of this report. To the rear, the proposal overall creates a much greener and calmer condition, with climbers, green roofs, tree planting and landscaped terraced all helping to improve the microclimate. Officers consider that the proposal would enhance the landscaping throughout the site and this is shown in the proposal achieving 30% increase in canopy cover over 30 years.

Townscape impact

10.32 A Townscape and Visual Impact Assessment has been submitted in support of the application. The key views are considered to be view 5 from Brooklands Avenue- Clarendon Road corner, view 2 and 3 from Clarendon Road, view 9 from the corner of Fitzwilliam Road – Clarendon Road and view 7 from Hills Road.

10.33 From the Brooklands Avenue – Clarendon Road corner (view 5), the stepped approach to the massing and the articulated roof form successfully breaks down the form into smaller more separate volumes. Despite the stepped approach, and scale mirroring the Lockton House development, officers consider that these two developments, given the subtle design differences, the landscaping proposed and the gap between the sites, would not coalesce but rather would complement each other. Given the separation distances between the proposal and Brooklands Avenue properties, the perceived heights of the proposal individually and teamed with the Lockton House development do not challenge the overall ridge heights of the Brookland Avenue properties. The mature trees in the foreground remain a prominent feature in this view, maintaining their role in contributing to the character of the street.

10.34 As you move closer to the development along Clarendon Road to views 2 and 3, the gap between the Lockton and proposed development is more prominent and in this view it is clear that the tallest massing is partially obscured by the frontage building resulting in it not appearing dominant at street level. The frontage building, while relating more to the Victorian

villas on the opposite side of Clarendon Road compared with the existing building, also in this view also allows for a more gradual step in scale to the Kaleidoscope development, successfully knitting into the surrounding context.

10.35 On the corner of Clarendon and Fitzwilliam Road, the development sits well below the height of the Kaleidoscope development, as it is set back from the road frontage. While taller than those dwellings on the opposite side of Clarendon Road, from this view, the proposal would sit comfortably within its context, with the top of the fourth floor windows being comparable to the pitch of 21 Clarendon Road. In this view, the impact of the loss of the 4 smaller protected trees is most felt. However, their loss does not undermine the green character of Clarendon Road as the 3 retained mature trees will continue to have a significant positive impact on the street scene.

10.36 On Hills Road, the proposal would have a more warehouse character and would sit well below the eaves of the commercial buildings fronting Hills Road, as the land here slopes downwards to the site. The chimney detail here would add an attractive feature and interest to this elevation. Trees that fall outside the site partially screen the north-eastern corner, enhancing its setting in this view.

10.37 Officers consider that the proposed development has been thoughtfully and contextually designed to be sensitive and responsive to its surrounding context while successfully mitigating the impacts of an increase in scale on site in a way which would not undermine the special character of the street. Therefore complying with criterion a, c and e of policy 60. Criterion b will be addressed in the heritage section of this report and d in the amenity section.

10.38 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, 58, 59 and 60 and the NPPF.

10.39 Trees

10.40 Policies 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.

10.41 The application is accompanied by an Arboricultural Impact Assessment, Tree Protection Plan and Tree Survey which details that the proposed development would lead to the loss of three category B and one category C trees to the south-western street frontage. These trees are protected in their own right and by virtue of being located in the conservation area. The proposal also includes the removal of one category U tree to the south-

east of the existing building. The proposed development seeks to retain the existing frame and substructure meaning that the proposal would utilise the existing foundations.

10.42 The Council's Tree Officer has not objected to the application but does state that the four trees to the south-western street frontage contribute significantly to the character of the conservation area and as limited space has been provided to the frontage for equal replacement, the proposal would result in a loss of verdant amenity.

10.43 Planning officers consider that the loss of the four trees will consequently impact upon the street scene. However, there are several reasons for the removal of the trees to justify their removal and officers consider that the impact resulting from their loss can be mitigated.

10.44 The trees proposed to be removed are three semi-mature lime trees (category B) and one semi-mature ash tree which is of low quality and poor future potential (category C). These trees are within close proximity to each other creating a grouping adjacent to the mature category B silver walnut (T007). The existing building places a degree on pressure on the trees and this alongside the proximity of the trees together, limits the growth of the trees.

10.45 The trees are proposed to be removed to relocate the vehicular access to the site to the south, to repair the street scene to the north and allow construction access to the south. As the proposal retains the frame and substructure, construction access cannot be to the north due to the restricted height of the under-croft. When considering the options for the site (see background section of this report), partial demolition of the north-eastern section of the building was considered to avoid the removal of the trees to the south, alongside an option to demolish the whole of the existing building and build again. When considering a wide variety of indicators, it was considered that despite the loss of the four trees, the benefits arising from this option which includes (but are not limited to) the embodied carbon benefits and improvements to the northern section of the street scene outweighed the harm arising from the removal of the trees to the south. This was subject to additional and replacement planting of semi-mature trees being provided throughout the site.

10.46 To mitigate the loss of these four trees, the proposal seeks to plant 8 new semi-mature trees around the site in positions which would allow for the trees to meet their future potential. There are 3 proposed within the frontage, two in the northern corner and one adjacent to the relocated access. This will continue the tree lined frontage further north, providing trees which would add amenity here, and in the south, a suitable sized tree would support the visual impact of the existing mature silver walnut without competing for space. Officers consider that this frontage planting and the further planting throughout the site (four trees to the east) would partially mitigate against the loss of the four semi-mature trees in the short-term and enhance the character of the townscape to the north. In the

long-term officers are satisfied that the character of the southern portion of the site will be maintained and the loss is justified given it is necessary to retain the frame and reduce the embodied carbon of the development. The sustainability benefits of the scheme clearly outweigh the harm arising from the loss of the trees. Furthermore, the proposal delivers a canopy cover increase of 30% within 30 years across the site to spread the semi-mature landscaping throughout the site, not just focusing on the frontage. This would result in an urban greening factor of 0.4069, and while this is not a policy requirement, this would significantly exceed the London standard of 0.3 for commercial developments. A condition is considered reasonable and necessary to secure the replacement trees as semi-mature trees to ensure they have a reasonable amenity value when planted.

10.47 There have been third party concerns raised regarding the cumulative impact of the loss of trees within the site, those removed as part of the Lockton House development and 1 Fitzwilliam Road. Officers note that in each case trees have been proposed to be removed, however, every application is assessed on its merits and those trees removed as part of the consented sites have now been removed and the cumulative impact on the street scene has been taken into consideration.

10.48 The Tree Officer has raised concerns regarding the extent of pruning of the mature silver walnut (T007). Officers are satisfied that the extent of pruning can be reduced to allow more space for the tree to flourish and this can be secured via condition. The Tree Officer recommends several tree protection conditions to ensure the remaining trees on site and surrounding the site are protected during construction. These conditions are considered reasonable and necessary to ensure no further harm arises from the loss of the trees.

10.49 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

10.50 Heritage Assets

10.51 The application site partially falls with the Brooklands Avenue Conservation Area. The single storey projecting office entrance and trees fronting Clarendon Road are within the conservation area boundary, but the main office block is not. Nonetheless, the building is highly prominent within the setting of the conservation area.

10.52 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.

10.53 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 significannce of a heritage asset should require clear and convincing justification.

10.54 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. Policy 60 ensures that the character and appearance of Cambridge as a city of spires and towers emerging above the established tree line, remains dominant from relevant viewpoints.

10.55 This part of the Brooklands Avenue conservation area is characterised by medium and large Victorian and Edwardian detached or semi-detached houses set back from the street set within generous plots. Clarendon Road is considered by the Conservation Area Appraisal to be a principal street within the conservation area and details the roads character as a tree lined, with grass verges, and well detailed houses. While the domestic buildings on the western side of Clarendon Road are identified as important to the character, Clarendon House is identified as having a negative impact on the conservation area as it conflicts in terms of materials, scale and form with the Clarendon Road dwellings opposite. Views north and south along Clarendon Road are identified in the appraisal as being important.

10.56 The Conservation Officer supports the proposal and advises that the proposed development would be an enhancement to the setting of the conservation area subject to high-quality and contextually appropriate materials being secured via condition. Planning Officers are of the view that the proposal would enhance the character and appearance of the conservation area (including its setting) and that the condition recommended is reasonable and necessary to impose.

10.57 The proposal would include the removal of the single storey glazed extension which is considered to have a negative impact on the conservation area as it blocks views to the mature trees down Clarendon Road to the south that are important to the character of the street.

10.58 The Conservation Officer identifies that the existing building is already considerably larger than the houses opposite and there is an established contrast in scale between the two sides of Clarendon Road. The proposed development would have a lower three storey frontage section, which, while taller than the houses opposite, is the existing scale and the proposed scale is dictated by the retained structural frame beneath. Despite its relatively large scale along Clarendon Road, the frontage

section would have a clearly articulated base, middle and roof elements that echo the finer grain of the adjacent domestic architecture and draws architectural detailing present in the domestic properties opposite, adding richness. The taller sections of the proposed development have a simpler design to appear more recessive compared to the frontage building.

10.59 As the Conservation Officer details, in local views from within or near the conservation area, the increased scale of the building would result in greater visual prominence than the existing arrangement. However, the proposed articulation of facades and roofs, with the breaking down of the overall massing, would successfully mitigate the scale of the building. In these views, the building is considered to sit comfortably between the neighbouring blocks with no adverse impacts on the adjacent conservation area.

10.60 An important characteristic of the conservation area is the green frontages along Clarendon Road. The proposal extends this further north and removes the wide access which is a negative feature in the conservation area. Despite the loss of existing trees, the proposal incorporates replacement and additional trees to the frontage that would relate positively to the sylvan character of the Clarendon Road and the wider conservation area.

10.61 Officers therefore consider that the proposal would redevelop an existing negative building in the conservation area which draws little inspiration from its surrounding context and replace it with a well-articulated building which gives the appearance of a finer grain while enhancing the landscaped setting to the north of the building and retaining the tree lined character to the south.

10.62 The proposed development would not be overly visible in long range views or interrupt the Cambridge skyline, given the height of surrounding buildings and the scale and massing proposed. Therefore, the development would ensure the character and appearance of the Cambridge skyline is retained.

10.63 Overall, it is considered that the proposal, by virtue of its scale, massing and design, would enhance the character and appearance of the conservation area. The proposal would not give rise to any overriding harmful impact on the identified heritage assets that could not be appropriately mitigated or result in a level of harm sufficient to outweigh public benefits arising from the proposal, as set out in the planning balance section of this report. As such, the proposal is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60,61 and 62.

Inclusive Access

10.64 Policy 56 states that development that is designed to be accessible and inclusive will be supported and proposals meet the principles of inclusive design.

10.65 The existing building has a single storey glazed entrance which houses a staircase and a separate platform lift that account for the 1.2m ground difference between the main building and the pavement. Two lifts are also within the central core to provide access to the remaining parts of the building. This access is not inclusive or easy to use.

10.66 The proposed development provides level access for all users by removing the single storey extension and dropping the ground floor slab for the entrance and therefore removing the need for the existing platform lift and steps. This creates a more inclusive, accessible and open entrance to the building. The entrance then opens up to a lobby area with 3 passenger lifts that stop at all levels to ensure inclusive access to the whole building.

10.67 The reception desk will be clearly visible on entering the building and at a suitable height to accommodate seated wheelchair users. It will be installed with an induction loop speaker for users with impaired hearing. Corridor widths are generally 1500mm minimum with 1800mm by 1800mm passing places where required. A 1500x1500mm minimum manoeuvre space outside lift doors will be provided. A wheelchair accessible toilet is provided at ground floor, which will be accessible to visitors and office staff from the lobby. Wheelchair refuge spaces are located at regular places throughout the building.

10.68 At pre-application stage, the development was taken to the Council's Disability Panel in September 2023, and it was well received. The application has been subject to consultation with the Access Officer who recommends that the design includes:

- An accessible toilet is on each floor and at least one of the superloos which include an outward opening door and grab rail
- Asymmetrical double doors

10.69 The wheelchair accessible toilet on the ground floor will be fitted out as per the Access Officers comments and it is recommended that the doors are asymmetric. This can be advised by informative.

10.70 The proposal is considered to be inclusive and accessible and is compliant with the Local Plan policy 56 and the NPPF.

10.71 Carbon Reduction and Sustainable Design

10.72 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.

10.73 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 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.

10.74 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.

10.75 The application is supported by a Sustainability Statement, Embodied Carbon Assessment and Urban Greening Factor Calculator.

10.76 The proposed development retains the structural frame and substructure to reduce embodied carbon while incorporating passive design measures, renewable energy generation (PV panels and air source heat pumps), grey water recycling and rainwater harvesting to reduce energy and water demands and utilise renewable energy sources. The scheme targets BREEAM excellent, with a current score of 73.2%, meeting the requirements of policy 28.

10.77 An all electric approach is proposed with PV panels and air source heat pumps providing heating and cooling which would result in regulated emissions savings of 54.35% beyond Part L compliant baseline and achieving 7 credits under the BREEAM Ene0, exceeding the policy requirements.

10.78 In terms of water efficiency, efficient sanitary ware, water management systems and rainwater harvesting are proposed which would result in the development achieving the required 5 Wat01 credits.

10.79 The development goes beyond the policy requirements for sustainable design and construction to increase tree canopy cover by 30% expected over a 30 year period and achieves an urban greening factor score of 0.4069 which exceeds the London the recommendation for commercial development of 0.3.

10.80 The application has been subject to formal consultation with the Council's Sustainability Officer who fully supports and welcomes the development and recommends conditions requiring submission of BREEAM design stage and post construction certificates, a water calculator and to secure rainwater harvesting as part of the development. These conditions are considered reasonable and necessary given the public benefit attached to the measures proposed.

10.81 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Local Plan

policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

10.82 Biodiversity

10.83 The Environment Act 2021 and 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.

10.84 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by the following documents:

- Preliminary Ecological Appraisal (PEA) and Preliminary Bat Roost Assessment (PRA)
- Nocturnal Bat Survey
- External Lighting Report
- Tree Survey, Arboricultural Impact Assessment
- Biodiversity Gain Plan and Urban Greening Factor Review
- Landscape and Ecology Management Plan
- Statutory Biodiversity Metric

10.85 The documentation states that various species have been recorded locally (toads, breeding birds, bats, badgers, hedgehogs etc), but no protected species licence is required prior to works commencing on site as non-licensable avoidance measures are recommended to remove any residual risk of harm or disturbance to protected and priority species. No bat roosts have been identified in the nocturnal bat survey and there are no anticipated impacts on bats as a result of the works. The Ecology Officer has reviewed this documentation, agrees with the analysis and considers that no further information is required to ensure protected and priority species are protected as a result of the development.

The Biodiversity Gain Plan and Statutory Biodiversity Metric confirms that the development would deliver a 45.12% gain in biodiversity on site. The Ecology Officer has reviewed the baseline and proposed data and agrees that this figure is achievable. This is significant exceedance beyond the statutory 10% gain requirement.

10.86 The Council's Ecology Officer raises no objection to the proposal and recommends several conditions to secure works to be carried out in accordance with the PEA and PRA, a scheme of ecological enhancement and a lighting scheme. These are considered reasonable and necessary to impose to ensure the protection of species. Officers consider that as the development proposes to significantly exceeds the requirements of the

statutory condition for BNG which provides a notable public benefit, a further condition should secure the exceedance of this requirement.

10.87 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieves a significant biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

10.88 Water Management and Flood Risk

10.89 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.

10.90 The site is in Flood Zone 1 and is therefore considered at lowest risk of flooding. Areas of the site are at risk of surface water flooding, with the majority of the site at 1 in 1000 risk, the area east of the existing building (car park) is 1 in 100 and the north-eastern corner of the site at 1 in 30 risk.

10.91 The applicants have submitted a Drainage Strategy in support of the application.

10.92 The existing site is predominantly impermeable, given the footprint of the existing building and the extent of the access and car parking in the under-croft. The existing surface water is positively drained and pumped to the public sewers on Clarendon Road. The proposal extends the existing building and utilising the same method for disposing surface water but the drainage network will be modified to suit the new internal arrangement and the current pumped flow rates from the site will be maintained. The surface water will be managed using geo-cellular crates into a pumped system to pump surface water into the public sewer system. The proposal also goes beyond the requirements to harvest rainwater on site.

10.93 Foul water will be pumped from the site to the public sewer as existing. Anglian Water have no objections to this. However, they note that the sewer treatment works are functioning at capacity but Anglian Water are obligated to accept the foul flows from development and would therefore take the necessary steps to ensure that there is sufficient treatment capacity for the development. Officers consider that the foul water has been adequately addressed at this stage and further details, including Anglian Water consent, can be secured via condition.

10.94 The Local Lead Flood Authority (LLFA) has advised that these drainage arrangements are considered acceptable subject to two conditions requiring detailed information on the surface water drainage proposed. These conditions are considered reasonable and necessary to impose to ensure that surface water is adequately managed on site. In consideration

of the advice from the LLFA, officers consider that the proposal would provide appropriate surface water drainage and prevent the increased risk of flooding. Anglian Water also consider that the development has ensured that surface water can be managed effectively to prevent flooding.

10.95 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.

10.96 Highway Safety and Transport Impacts

10.97 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.

10.98 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.

10.99 The application is supported by a Transport Assessment and Travel Management Plan.

10.100 Access to the site would be relocated to the south-western corner of the site, due to the extension to the north, retention of the frame and the access required to construct the development. The ramped access is considered wide enough to accommodate a vehicle turning into the site and waiting while a vehicle comes up the ramp and exits the site onto Clarendon Road. Vehicle tracking has been provided internally for the car park and this demonstrates that the cars can manoeuvre to gain access to the spaces.

10.101 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 requiring submission of a traffic management and travel plan and a restriction on construction vehicles, as well as S106 mitigation. The mitigation proposed is a contribution of £119,490 to the Greater Cambridge Partnership Hills Road corridor improvement scheme given the proposed development will increase the number of cyclists using the Hills Road corridor to get to the site. These conditions and mitigations are considered reasonable and necessary to impose. Officers consider that with these conditions, the development would not adversely impact upon the safe functioning of the highway or, with the recommended mitigations, result in an unacceptable transport impact. The mitigations would build enhance facilities for cyclists and further promote sustainable access to the development.

10.102 Third party comments have raised concerns regarding the relocation of the vehicular access as it would be opposite the new access for the 3 houses currently under construction at 1 Fitzwilliam Road. This also sits adjacent to some on-street car parking spaces on Clarendon Road. The Transport Assessment includes a swept path analysis diagram which shows that a vehicle can turn into the site without intruding on the designated on-street car parking spaces on Clarendon Road. The Highway Authority have reviewed this and find this acceptable alongside the visibility splays for the relocated ramp. The access to the Fitzwilliam Road scheme has been considered within the Transport Assessment and by the Highway Authority who have no objections. Officers therefore consider that the proposal adequately considers its surrounds in respect of transport and minimizes so far as possible conflict between vehicles. It is also important to note that the current ramped access is also opposite on street car parking spaces and therefore was considered acceptable previously.

10.103 There have been concerns regarding the location of the delivery bay resulting in conflict between delivery vehicles, pedestrians, cyclists and drivers using Clarendon Road and accessing the site. The design of the delivery bay has been subject to rigorous discussions with the County Highway Authority who have no objections to the layout or design of the delivery bay. The delivery bay will be used intermittently, and a different pavement will be used to demarcate the space. Adequate separation is provided between the delivery space and the access to the building and cycle path to avoid conflict. Also, vehicles using this bay will be smaller delivery vehicles, not HGVs and are likely to be slow moving limiting any potential conflict.

10.104 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

10.105 Cycle and Car Parking Provision

10.106 Cycle Parking

10.107 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 for 1 cycle space per 30sqm Gross Floor Area or 2 spaces for every 5 members of staff whichever is greater. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

10.108 238 cycle parking spaces are proposed, with 222 located at lower ground floor via a segregated gentle slope of no less than 2m wide to the north of the building which curves around below the building to the south (gradient no greater than 1:20). The remaining 16 cycle parking spaces are at street level. The overall provision exceeds the requirements of the additional

floor space provided on site and officers consider that, while at basement level, the gentle ramp access designated just for cyclists would be convenient and easy for users. This poses an improvement on the existing cycle access to the site via the vehicular access as it significantly lessens the potential for conflict.

10.109 The breakdown of cycle parking spaces is below. This shows that the development provides 151 spaces which are accessible to those who find the top tier of the two tier stands difficult to use. This ratio of accessible spaces is considered acceptable.

Cycle stand type	*Spaces*	*Accessible*
Two-tier	174	87
Sheffield	36 (undercroft)	36(undercroft)
	12 (ground level)	12 (ground level)
Non-standard	12 (undercroft)	12(undercroft)
	4 (ground level)	4 (ground level)
Total	**238**	**151**

10.110 The proposed provision would match the anticipated modal % share of trips to and from the site. A clause in the S106 and travel plan secured via condition will require the development to adjust the level of cycle parking to demand. If demand rises, additional cycle parking will need to be provided.

10.111 Showering and locker facilities are proposed at basement level close to the cycle spaces at basement level; this comprises 7 unisex showers, individual changing areas and 1 wheelchair accessible combined WC/ shower. This provision will encourage the modal share of cycles proposed and actively promotes active travel.

10.112 Car parking

10.113 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. The site falls within the controlled parking zone, policy 82 states that the maximum standard is no more than 1 space per 100m2 gross floor area plus disabled car parking inside the controlled parking zone. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status cab be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

10.114 The existing car parking provision on site is 53 spaces, accessed via the north under the existing building at undercroft level. The proposal relocates the access to the south and provides 20 parking spaces, 2 of

which will be blue badge spaces. The proposal falls significantly below the maximum standard and therefore is policy compliant.

10.115 It is important to note that third parties have raised concerns regarding the lack of car parking and its consequent impact arising from on street car parking and others stated that the proposal overprovides car parking on site. Parking provision is always about balance and context. The street has on street parking controls and the site is well connected via pedestrian and cycle infrastructure and bus and rail networks, so officers are not concerned that the proposal would place additional parking demands on the street. Officers did push the applicant team to reduce the car parking further, however, officers understand that there is still a remaining demand for some car parking on site based on the transport data provided. A parking survey was not considered necessary as officers have visited the site on multiple occasions at different times and do not consider that the street experiences acute parking stress. Furthermore, the car parking provided on site is policy compliant and officers did not have concerns that the development was under providing car parking as detailed above.

10.116 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 1 per 1,000m² 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.

10.117 7 of the 20 car parking spaces are proposed to be fast EV charging points. It is unclear whether the remaining spaces would be slow charge points or passive provision. Nonetheless, officers consider an EV charging point scheme can be secured with via condition, as recommended by Environmental Health Officer. This condition is considered reasonable and necessary. Fire risk has been considered throughout the design process and the applicant has considered several measures to mitigate the risk over and above the requirements in Building Regulations. These include measures such as local isolation of power supplies, enhanced local fire detection and fire protection to building fabric and spaces and intelligent space planning to reduce risk of consequential combustion.

10.118 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.

10.119 Amenity

10.120 Policy 35 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.

10.121 The site is located adjacent to residential dwellings. Kaleidoscope flats are located directly to the east and south and the detached properties on

Clarendon Road are sited to the west and north-west of the site. A Daylight and Sunlight Assessment has been submitted in support of the application. The assessment of the impact on the amenity of these properties will be taken in turn.

10.122 There are two blocks of flats within the Kaleidoscope development which site adjacent to the site: the Emerald Building to the east and the Orchid Building to the south-east and south. Both these blocks of flats have different internal arrangements and external designs. The existing relationship between these buildings also differs given the existing building, its proximity to these neighbours and the orientation. Nonetheless, this relationship is considered to be within a high-density context.

10.123 Emerald Building

10.124 The Emerald Building (33-58 Glenalmond Avenue) is four storeys and has an upside-down ‘r’ shape footprint with the wing projecting east away from the site. Access to the flats is via external staircases and the covered external walkways are on the western elevation facing the rear of the proposed development. The external walk-ways, large Perspex panels and metal cross braces mean that the entrance doors and windows on this elevation are set in and behind these features and therefore, outlooks/ light levels from the windows on this elevation are partially obscured/ restricted. On this block, alongside the entrance door are a window for each flat which serve the open plan kitchen living dining rooms (LKD) of these flats. These LKDs are served by a west facing window and an east facing double door which open out onto an area of outside space (either a balcony or ground floor area). These double doors and private amenity areas are on the eastern elevation, the other side of the building, and do not face the Clarendon House site. The LKD is the only living area in these typically one-two bedroom flats and are approximately 7m in depth.

10.125 Clarendon House has a T shaped footprint with the north-eastern wing (width of approx. 13.8m) projecting towards the northern section of the Emerald Building. Due to the layout of Clarendon House and the Emerald Building, this northern section of Clarendon House is between 10.5m and 13.3m away. The main body of Clarendon House is located between approximately 30.5m and 23.8m.

10.126 The proposed development would result in the separation distances between Clarendon House and these residential flats reducing and the scale of Clarendon House increasing from three storey (plus basement and roof) to a stepped three- four storey form to the south-east and five storey form to the north-east.

10.127 In terms of daylight and sunlight, a Daylight Sunlight Assessment has been submitted in support of the application which assesses the daylight and sunlight impact arising from the proposed development using BRE guidance.

10.128 Paragraph 2.2.13 of the BRE guidance states that when there are existing windows, which have balconies above them, typically receive less daylight as the balcony cuts out light from the top part of the sky and so to assess the impact of a development on this habitable window, calculations for both the existing and proposed situations with and without the balcony will show the impact of the balcony on the space and the impact of the development. Officers consider that the external walk-ways have the same impact on daylight and sunlight as external balconies and therefore have requested data on the existing and proposed impacts with and without the external walk-ways.

10.129 Daylight is measured by vertical sky component (VSC) and the no sky-line (NSL) indicator. VSC is a measure of the direct skylight reaching a point from an overcast sky. It is the ratio of the illuminance at a point on a given vertical plane to the illuminance at a point on a horizontal plane due to an unobstructed sky. Whereas NSL is a measure of the distribution of Daylight within a room. It maps out the region within a room, at the height of the working plane, where light can penetrate directly from the sky, and therefore accounts for the size of and number of windows by simple geometry. The BRE Guidelines state that if the absolute retained value of VSC at the centre of a window is less than 27 VSC, and it is also less than 0.8 times its former value (i.e. the proportional reduction is greater than 20%), then the reduction in skylight will be noticeable, and the existing dwelling may be adversely affected. For NSL, the BRE advise that if the working plane within a room that can receive direct skylight is reduced to less than 0.8 times its former value (i.e. the proportional reduction in area should not be greater than 20%), then the effect will be noticeable to the occupants and more of the room will appear poorly lit.

10.130 In terms of the daylight impact to the Emerald Building flats, there are 22 LKDs assessed and all LKDs comfortably meet the VSC BRE standard, when accounting for the external walkways. While some windows would individually fall below the VSC BRE standard, as all the LKDs when assessed on a room basis comfortably meet the VSC standard, officers consider that there would not be a noticeable reduction in direct light reaching the rooms as a whole.

Table 1: Rooms which exceed NSL BRE guidance without the external walkways in Emerald Building

Floor	Room	Area	Lit area (existing)	Lit area (proposed)	% change
Ground	R3	23.21	17.77	13.41	25%
	R4	23.53	19.64	14.54	26%

	R5	24.91	22.06	15.66	29%
First	R2	23.59	20.52	16.26	21%

10.131 For NSL, out of 22 LKDs only 4 exceed the minimum change of 20% NSL when accounting for the external walk-ways. These changes range from 21% to 29%, so are 1-9% more than the BRE guidance recommends. Two rooms R3 on the ground floor and R2 on the first floor would marginally exceed the standards and officers therefore consider that these rooms would not experience a noticeable reduction in daylight. R4 and R6 on the ground floor would experience a 26 and 29% reduction in the distribution of daylight within the room. This would mean a smaller area of the rooms would receive direct skylight. Paragraph 2.2.12 of the BRE guidance states that the guidelines need to be applied sensibly and flexibly. These LKDs affected are deeper than 5m served by a small secondary window facing the site which would be affected by the development and the primary double doors facing away from the site that would be unaffected. The affected windows are small, set behind the external walkways and glazed panels, which all affect daylight reaching the room. These flats were designed with these features and the amenity for future occupiers was considered acceptable when it was approved. Notwithstanding this, officers consider that in this instance flexibility should be applied here. The development has been reduced in scale opposite the Emerald Building to reduce its impact so far as possible. Therefore, officers consider that, on balance, the daylight impact would not be significantly harmful to R4 and R5 on the ground floor. This is because the LKDs affected would retain good daylight levels in terms of VSC, the design features somewhat restrict the amount of daylight reaching these affected windows (external walkways, glazed panels) and the building is sited close to the boundary.

10.132 Sunlight is measured by the annual probable sunlight hours (APSH) which is a measure of the Sunlight availability to a window. The BRE Guidelines suggest that the absolute APSH received at a given window in the Proposed Situation should ideally be at least 25% (i.e. 25 APSH) of the total available annually, including at least 5% (i.e. 5 APSH) in winter. The BRE Guidelines advise that where these absolute thresholds are achieved the room should still receive enough Sunlight.

10.133 In terms of sunlight, all rooms and windows meet the APSHs meaning that the development would result in an adverse sunlight impact and these adjacent habitable rooms would maintain a good level of sunlight.

10.134 There is a communal amenity area between the Emerald Building and the site boundary, while it is limited in depth, it may provide a function for occupiers of the flats given the level of private amenity space provided for the flats. An overshadowing assessment has been undertaken in accordance with BRE guidance and it states that at least 2 hours of sunlight will still be maintained to over 65% of the area on 21st March both

in the existing and proposed circumstances. This means the development adheres to the BRE recommendations in both absolute terms (i.e. it retains 2-hour Sunlight availability to over 50% of its area) and relative terms (i.e. the relative change is below 20%). Officers therefore consider that the communal amenity space would maintain good levels of direct sunlight and the development would not adversely impact the amenity of this communal space.

10.135 Outlook

10.136 As stated above, the windows affected by the development in the Emerald Building are secondary windows serving an open plan LKD with the primary outlook to the east. These windows are also set behind an external walkway. While it is acknowledged that the outlook for the flats within the Emerald Building would experience a change in outlook as the building would be extended closer, officers consider that the outlook from these windows is somewhat restricted, due to the external walkways, steel cross braces and glazed panels. Furthermore, the outlook into the Clarendon House site is predominantly of hardstanding, car parking and 3 storey built form which has a horizontal emphasis that emphasizes its length. The proposed development, while bringing the built form closer, would introduce a stepped form, breaking the massing up reducing its dominance, introduce greenery, and maintain a reasonable separation distances between the proposed extension and the Emerald Building. It is for these reasons, noting especially that the main outlooks face east unaffected by the development, that officers consider that the proposal would not result in a significant overbearing impact to these flats.

10.137 Overlooking

10.138 The existing development overlooks the external walkways and communal garden area at the Emerald Building and the Emerald Building overlooks the rear elevation of Clarendon House. The proposed development would not change this mutual overlooking relationship. Notwithstanding this, due to the external walkways, metal cross beams and glazed panels alongside the separation distance and the small size of the LKD affected, officers consider that it would not be possible to see into the small windows serving the LKDs. While there may be an increase in the perception of being overlooked in the communal space, the balconies have been designed with planters at the perimeters to prevent direct views into the communal space. This is a design feature which has been utilised on approved schemes across the city in high density contexts to prevent overlooking and officers consider it an acceptable approach. This is secured by condition #.

Orchid Building

10.139 The Orchid Building (1-32 Glenalmond Avenue) is south of Clarendon House and is sited comparatively closer to Clarendon Road than the existing Clarendon House building. The Orchid building comprises a wing

to the west which projects towards Clarendon House and then the main length of the building which projects to the east with an eastern wing projecting south in an almost sideways Z shape. To the main building, there are external walkways providing access to the upper flats which again have secondary windows to the LKDs facing the development. The flats within the western wing have windows on the north, east and west elevations serving their LKDs. All private amenity spaces are located the opposite side of the building to Clarendon House, aside from the patio serving the ground floor flat (no. 1) which is one of two patios serving this flat (one is located onto Clarendon Road).

10.140 Daylight and sunlight

10.141 In terms of the daylight impact, all LKDs within the Orchid Building would meet the VSC and NSL BRE guidance when accounting for the external walkways to the flats which have these features. There are windows which do not meet the VSC BRE guidance, however, the whole room would and therefore would still receive good levels of daylight.

10.142 Regarding sunlight, all rooms and windows would meet the APSH indicator within the BRE guidance. Officers therefore consider that the proposed development would maintain good levels of sunlight to these respective flats.

10.143 Details of overshadowing to the communal green space to the north of the Orchid Building and the external patio of no. 1 Glenalmond Avenue were requested by officers. The evidence submitted shows that the proposed development would not affect the direct light levels reaching these spaces on the spring equinox. BRE guidance states that for a garden to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. The existing communal amenity space and patio fails to meet this standard and the proposed development would not alter the impact to these spaces. Therefore, officers are satisfied that the proposed development would not result in a harmful impact to these spaces to the detriment of residential amenity.

10.144 Outlook

10.145 As with the flats in the Emerald Building, the rooms affected by the development are dual aspect with the primary outlook being away from the development and would be unaffected. Nonetheless, officers consider that adequate separation distances have been maintained and this, alongside the stepped form and green landscaping, prevents against the outlooks from the flats in the Orchid Building feeling enclosed by the development.

10.146 Overlooking

10.147 Given the relative orientation of the Orchid Building and Clarendon House alongside the fenestration existing and proposed, officers are satisfied that a harmful overlooking impact would not arise from the development to the Orchid flats.

Clarendon Road dwellings

10.148 15-21 Clarendon Road are located on the western side of Clarendon Road and sit opposite the development site. 5-11 Clarendon Road are located north-west of the site further away from the site but may also be impacted by the development. The closest neighbours to the site are 15 and 17 Clarendon Road which are approximately 21m west of the application site.

10.149 Daylight and sunlight

10.150 In regard to the daylight impact to these properties, all habitable rooms and windows of the Clarendon Road houses opposite the site would meet the VSC guidance. All of these properties apart from 15-17 Clarendon Road will meet the guidance for NSL. For 15-17 Clarendon Road, 11 out of 13 will meet the NSL BRE indicator. The two rooms that would not meet the guidance for NSL are at 15 Clarendon Road, with the relative change being 23%, 3% more than guidance, for the ground floor room and 43% change for the second-floor room, 23% more than the guidance. Officers have not been able to gain access to this property as the resident has not been forthcoming in allowing requested access. However, the neighbour has submitted a formal letter from a Right to Light Surveyor. In this letter it confirms that these affected windows serve a living room on the ground floor and a bedroom at second floor. The layout of these rooms and whether these rooms are served by further windows has not been confirmed. Officers have attempted to gain access to the property but access has not been granted by this neighbour. As such, officers do not know the layout of these rooms to assess the exceedance in NSL in practical terms but have to rely on the data provided which is based on well evidenced assumptions.

10.151 Nonetheless, officers consider that a 3% exceedance in NSL for the ground floor room is acceptable. The BRE guidance states that the guidelines should be applied sensibly and flexibly and continues to state that there is little point in designing tiny gaps in the roof lines of new development in order to safeguard no sky lines in existing buildings. The development has been adjusted so far as practical (balancing all factors) to reduce the impact on surrounding occupiers and it is important to note the BRE guidance suggests sometimes an impact to NSL is unavoidable. Furthermore, this room would meet the VSC BRE guidance and therefore, officers consider sufficient daylight levels would be maintained so as not to significantly harm the amenity of the occupier.

10.152 In terms of the second-floor bedroom, which would be affected by the development, it is served by a small, pitched roof dormer and it appears that there is at least one rooflight also serving this room. The small dormer

restricts the daylight distribution within the room given it projects from the roof plane, creating an almost tunnel effect. Noting this, officers consider that any increase in scale is likely to have a more pronounced effect on this room given its design and orientation to Clarendon House. Nonetheless, officers acknowledge that this room would see a 43% reduction in NSL (23% more than BRE guidance allows) which would be classed as a major adverse infringement (more than 40%). As stated above, this figure is based on assumptions and the affected occupier has not allowed access to their property for officers to understand the actual proportions and layout of the room to then understand the practical impact. Officers note that while it is regrettable that the room would experience an impact to the distribution of daylight in the room, the room itself would still receive good levels of direct skylight (as evidenced by meeting the BRE guidance for VSC). Officers consider that the development has been designed to be sensitive to this residential dwelling in that the increase in scale is significantly set back behind a three-storey form which is almost the same scale as the existing building and the scale has been reduced to lessen the impact on surrounding neighbours. Officers note that while this room may see a noticeable reduction in daylight distribution in some areas of the room, this would mainly be limited to the rear of the room and the corners either side of the dormer window. Furthermore, the room as a whole would still meet BRE guidance in terms of VSC. As such, officers are satisfied that the proposal would not be significantly detrimental to the amenity of this occupier.

10.153 In terms of sunlight, all rooms and windows would meet the APSH indicator within the BRE guidance. Officers therefore consider that the proposed development would maintain good levels of sunlight to these dwellings.

10.154 Outlook

10.155 Regarding the visual change to Clarendon Road properties, the proposed development would retain the three storey frame, remove the single storey front extension and then extend to the north and upwards varying from 3-5 storeys in height. The development would not extend further towards Clarendon Road beyond the existing 3 storey frame, the building line fronting Clarendon Road would stay the same aside from the extension to the north. The parts of the building which would increase in height would be set over 30m away from properties on Clarendon Road. Given this separation distance and the varied form proposed, officers consider the outlooks of Clarendon Road properties would not be adversely affected by the development. These properties would not experience a significant overbearing impact. The proposal is not considered to loom over the rear gardens of Clarendon Road, the proposal would sit in the background given the separation distance.

10.156 Overlooking

10.157 Concerns have been raised regarding the overlooking impact to Clarendon Road properties arising from the balcony at fourth floor. The balcony would only be used in office hours given the nature of the use – this will be restricted by condition. Officers consider that from ground level the balcony would not be visible. While it may be visible from first and second floor, officers note that there is an existing overlooking relationship between Clarendon Road properties and Clarendon House. Officers consider that the extent of the increase in glazing is not significant enough to create a harmful level of overlooking between the properties. Furthermore, views directly into habitable rooms of Clarendon Road properties are minimized given the separation distance which is over 30m. Officers note that further concerns have been raised regarding overlooking of the rear gardens of Clarendon Road properties. The separation distance here would be more than 40m and the dwellings on Clarendon Road would obstruct views of the primary outside amenity areas which tend to be the patio areas directly beyond the rear of the property. Officers consider that therefore, views to these spaces would not arise from the development.

10.158 1 Fitzwilliam Road

10.159 Daylight and sunlight

10.160 1 Fitzwilliam Road recently gained approval for three, three storey townhouses and this development is currently under construction. Therefore, the impact on the new units has been assessed. In respect of the daylight and sunlight impact of the proposed development on these dwellings, both the VSC and NSL indicator would comply with BRE guidance. Similarly, the proposal would not adversely affect APSH. Therefore, officers conclude that the proposal would not adversely affect daylight or sunlight to these dwellings.

10.161 Outlook

10.162 In terms of outlook, these properties front Fitzwilliam Road and therefore the rear of the properties face north. The proposed extensions would be visible from the rear elevations of the dwellings, but officers do not consider that their outlook would be adversely affected given the relative orientation and the separation distance (the south-western corner of the development is 35m to the east).

10.163 Overlooking

10.164 Given the orientation of the building in comparison to the new dwellings at 1 Fitzwilliam Road alongside the existing amount of glazing on the frontage of Clarendon Road, officers consider that the proposal would not lead to any additional overlooking to this property.

10.165 Other properties

10.166 The daylight, sunlight, outlook or overlooking impact to properties beyond those that have been discussed above is not considered significant given the significant separation distance and the impacts being shielded by other development.

10.167 Construction and Environmental Impacts

10.168 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.

10.169 The Council's Environmental Health team have no objections to the proposal subject to the following conditions:

- Implementation of remediation
- Phase 4 verification/ validation report
- Unexpected contamination
- Material management plan
- Phase 2 site investigation
- Demolition, construction environmental management plan
- Plant noise compliance
- Plant noise post completion testing
- Roof terraces – restriction of music
- Roof terraces – restriction of hours of use
- Operational deliveries / collections
- EV charging points
- Site-wide artificial lighting – operational

10.170 These conditions are all considered reasonable and necessary to protect the amenity of surrounding residential occupiers in terms of noise, disturbance, pollution and other environmental impacts.

10.171 Concerns have raised regarding the noise impact resulting from the terraces. Officers consider that the use of these terraces would be limited and can be controlled so that they cannot be used at unsociable hours. With this in mind, officers are satisfied that the impact would not be significantly harmful.

10.172 Concerns have also been raised regarding the noise impact from vehicular movements using the relocated access in the south. The existing car park is open meaning there current is noise through manoeuvring into spaces. The proposal seeks to internalise the car park and relocate the access to the south. 7 of the 20 car parking spaces will be fitted with EV charging

points, to encourage use of electric vehicles which are shown to be quieter and car parking numbers have been reduced from 53 to 14, reducing the number of trips to and from the site. While it is noted that the noise from vehicles may increase to direct neighbours, such as no. 1 Glenalmond Avenue, as a result of relocating the vehicular access, officers consider that this impact would not be significantly harmful. It is important to note that the Environmental Health team have not raised any concerns on this matter and consider that this noise impact is kept to an acceptable standard.

10.173 Taking all factors into account, officers consider that the proposal would not result in a significant harm to surrounding residents' amenity, despite the increase in scale. Therefore, the proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35 and 58.

10.174 Third Party Representations

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

Third Party Comment	**Officer Response**
Design, overdevelopment and impact on character	Discussed in paragraphs 10.14-10.41. Officers do not consider that the proposal would appear overly dominant when viewed within the context of other higher density development such as Lockton House, Kaleidoscope and City House. The frontage building is considered to be a sympathetic design response to knit the proposal in with the lower density development on the opposite side of Clarendon Road, while taking account of the constraints to the scale dictated by retaining the existing frame. The applicant team have reduced the proposed eaves height of the frontage building to minimise further the impact.
Higher than Lockton House	The highest part of the proposed development would be 0.575m taller than the Lockton House development. This is marginal difference and is not significant in terms of the streetscape.
Landscape podium could be greener	The proposal is delivering significant urban greening with an urban greening factor score of 0.4069, replacement and additional planting and a biodiversity net gain of 45.12%. Furthermore, the landscape podium is significantly more green than the existing asphalt car park.
Impact on conservation area	Discussed in paragraphs 10.25-10.65.
Materials	Discussed in paragraph 10.30.

Loss of trees	Discussed in paragraphs 10.42-10.52.
unnecessary 'chimney stack' and saw-tooth roof	These are design features which have been incorporated to add interest to the building and reduce the appearance of massing. Conservation, Urban Design and Planning Officers consider that the proposal has been designed to a high standard which is sympathetic to its context, enhancing the street scene. The design is discussed in more detail in paragraphs 10.14-10.41.
Metal pergola	The metal pergola would not be overly visible from ground level, given its siting and scale, and while would be visible from surrounding houses, as it is set in from the roof edge, officers do not consider it would harm the silhouette of the roofline or appear dominant. The pergola is listed as E5 on plan 200 rev P2 and is a metal pergola 4th floor. This is also on plan 22048-07-104 rev P3 'general arrangement fourth floor plan', on 22048-07-105 rev P3 generate arrangement plant deck plan and on 22048-07-110 rev P3 generate arrangement plant roof plan. It is not on the north elevation plan (22048-07-210 rev P2) as it would be shielded by the northern extension. It is on the east elevation (22048-07-220 rev P2). It is not on the southern elevation (22048-07-230 rev P2) as it is shielded by the saw tooth roof.
Cumulative impact of the proposal and Lockton House	The proposed development would project further to the north, reducing the gap between the Lockton House development and Clarendon House. However, officers consider that the gap will still be appreciable. Directly opposite on Clarendon Road, the gap will still be generous allowing separation between the two sites. Looking down Clarendon Road closer to Brooklands Avenue, the gap will be perceptible due to the shadowing of the form and the stepped nature of the building. As discussed in the design section, the Council and applicant team have worked together to achieve a scheme which officers do not consider coalesces with Lockton House.
Amenity	Discussed in paragraph 10.122-10.174. This covers loss of daylight and sunlight, overshadowing, overbearing / impact on outlook, overlooking, noise, disturbance and pollution.
Transport & parking	Discussed in paragraphs 10.94-10.102.

Existing car parking is not full, this is misleading the actual on the ground impact of proposed car parking provision	The current occupiers may not be fully using all of the car parking spaces, however, this does not mean that other occupiers would not fully occupy the car parking spaces. Officers have to consider assess the parking provision taking account of the existing provision, the proposed provision and the standards outlined in policy.
TRICs data used is out of date	The County Transport Assessment Team are satisfied with the data provided and consider that it provides an accurate depiction of the transport impact of the development.
Traffic calming measures and a one-way system around the square would be beneficial.	Neither the County Transport Assessment Team nor the Highway Development Management Team have recommended traffic calming measures. Officers therefore consider that, while residents may want traffic calming measures on Clarendon Road, the development is not dependent on delivering traffic calming measures to be acceptable.
Parking during construction	This level of detail has not been provided yet but will be secured via planning condition within the demolition and construction environmental management and the traffic management plan as recommended by the Environmental Health and Highways Officer.
Sustainability / biodiversity	Discussed in paragraphs 10.68-10.85.
Re-using materials	Discussed in paragraph 10.30.
Environmental benefits of the scheme can be achieved by a retrofit	Officers disagree with this assertion. The applicant team have been through rigorous testing of the options of the site which included taking into consideration matters such as embodied carbon and carbon sequestered through the loss of trees. This has been evidenced in the Design and Access Statement.
Loss of trees loss of habitat	Through the loss of some trees, there will be a loss of habitat. However, replacement planting and landscape improvements are proposed to enhance the site for biodiversity and humans. These landscape improvements are proposed throughout the site rather than just the site frontage. The proposed development would achieve a biodiversity net gain of 45.12% which demonstrates that the site will enhance habitat for local biodiversity.
Miscellaneous	
Fitzwilliam Road were not included in the public consultation	1A and 1B Fitzwilliam Road were consulted on the application. The Council has a legal responsibility to consult all neighbours which share a boundary with the application site and has fulfilled this legal responsibility. Multiple site notices were also put up: one outside the site

carried out by the LPA.	on Clarendon Road; another on Brooklands Avenue Clarendon Road corner; and the third was put up on Hills Road to the south of Loverose Way. Officers are satisfied that adequate and proportionate consultation has taken place.
Inaccuracies in the application documents and plans out of date	Officers have responded directly to third parties regarding the inaccuracies in the plans and are satisfied that the plans and documentation is sufficient for officers and members to assess the proposal.
Fire safety	The applicant team have developed a Fire Strategy to have confidence that the general arrangements of the building, including elevations, can be achieved within the requirements of the Building Regulations. The Fire Strategy will continue to be developed alongside the detailed design of the building post planning.
Development would set a precedent for larger development	Every application is assessed on its own merits. Just because an application is recommended for approval does not necessarily set a precedent for a similar development elsewhere.
Public access to landscape podium	The landscape podium / deck will not be open to the public. There is no requirement to open it to the public and would be difficult to do so given the access to the landscape podium is via the ground floor of the building. There are several public green spaces within walking distance of the development which surrounding residents can benefit from such as those in the Accordia development, Empty Common Community Garden, Coe Fen and Darien Meadow.
Provision has already been made for office space in the local plan. Clarendon House is not allocated in the existing plan or proposed plan	The Cambridge Local Plan protects existing office space and encourages the development and expansion of offices. Just because it is not allocated in the local plan does not mean it cannot come forward for development. The employment targets in the local plan are partially dependent on windfall sites such as this site to deliver growth in the city.
Offices are fit for modern use.	While the existing office space is occupied, evidence demonstrates that even with retrofitting the existing building (and not extending) the building is set to be non-EPC compliant by 2030. It may be functioning now, but the development would increase the longevity of the building for longer than retrofitting the existing building.

10.176 Planning Obligations (S106)

10.177 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.

10.178 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.

10.179 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.

10.180 Heads of Terms

10.181 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**
Transport	£119,490 to the Greater Cambridge Partnership Hills Road corridor improvement scheme	TBC
S106 monitoring fee	£700	

10.182 Given the scale of the development and its proximity to Hills Road, officers consider that the development would increase the use of Hills Road to get to site, whether that be via foot, bike, scooter or car. Therefore, the recommended contribution is considered reasonable and necessary to offset the additional use resulting from the development.

10.183 A third party has requested that the contributions are made for Clarendon Road improvement works not Hills Road. There is a designated project for improvements to Hills Road which employees of the proposal would utilise and therefore it is considered appropriate for the contributions go towards this project. The contributions ordinarily have to be spent within 5 years otherwise funds would be refunded to the applicant and so allocating it to a current project which is in the pipeline is considered the most appropriate option.

10.184 A S106 monitoring fee is required to cover the costs of monitoring the progress of the S106 contributions.

10.185 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).

10.186 Other Matters

10.187 Bins

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

10.189 A refuse store is located at basement level which has capacity to accommodate up to ten 1,100L bins which officers consider is sufficient for the intended use and uplift in floorspace. The refuse would be transported to the collection point on Clarendon Road via the vehicular ramped access with help from an electric tug. Collections would be carried out twice a week and would either be collected by the City Council or a third party. Officers are satisfied with the proposed refuse arrangements.

10.190 Impact on Cambridge Airport

10.191 Cambridge Airport have no objections to the proposal subject to a condition which requires the applicant to submit a glint and glare assessment for approval by the LPA and Cambridge Airport. Air safety is of paramount importance. Notwithstanding this, this was not a requirement of the neighbouring Lockton House scheme and the PV panels proposed are similar in positioning and quantum. It is also important to note that PV panels can be erected under permitted development provided it meets the criteria outlined in the general permitted development order. Furthermore, design of PV panels has progressed significantly over the years and PV panels are now designed so that they minimise glint and glare through a protective coating and other measures. Therefore, officers consider that it would be unreasonable to require a glint and glare assessment to be submitted via condition. The NPPF states that conditions must meet certain tests, one of which is whether the condition is reasonable. If it fails these tests, then the condition cannot be applied to the consent. However, if members came to a different view on whether this condition meets all the six tests, the condition can be added at planning committee.

10.192 Planning Conditions

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

Condition no.	Detail
1	Start date (time)

2	Drawings
3	Traffic Management Plan
4	Weight restriction for construction vehicles
5	Travel plan
6	Surface water drainage strategy
7	Surface water run-off strategy
8	Materials
9	Sample panel
10	BREEAM design stage certificate
11	BREEAM post-construction certificate
12	Water calculations
13A	Rainwater harvesting
13B	Water monitoring
14	Landscape and ecological management plan
15	Hard and soft landscaping
16	Tree pits
17	Green roof (substation)
18	Ecological enhancement
20	PEA and roost compliance
21	Tree protection (AMS and TPP)
22	Tree site meeting
23	Tree implementation
24	Tree replacement planting details
25	5 year replacement
26	Implementation of remediation strategy
27	Submission of Phase 4
28	Unexpected contamination
29	Material management plan
30	Phase 2 and 3 compliance
31	Demolition construction environmental management plan
32	Plant noise compliance
33	Plant noise post completion test
34	Amplified music
35	Terrace hours of use
36	Delivery hours
37	Artificial lighting strategy
38	EV charging

10.194 Planning Balance

10.195 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).

10.196 Summary of harm

10.197 Short-term harm has been identified as a result of the loss of four trees on the Clarendon Road frontage. This harm is considered short term given the proposal seeks to mitigate the loss of the trees by planting 8 new semi-mature trees throughout the site with 3 proposed within the frontage. In the long term these trees will continue the tree lined verdant frontage further north and repairing the southern corner while ensuring there is sufficient space for existing mature silver walnut to flourish without competing for space with other trees. In turn, the impact to the character and appearance of the area and the conservation area would be reduced to a neutral impact over time as the semi-mature trees mature over the medium to long term.

10.198 Summary of benefits

10.199 The proposed development has a range of significant public benefits.

10.200 These include:

- making more effective use of existing employment land and previously developed land
- boosting the supply of much needed high quality office space in a highly sustainable location
- delivering a modal shift to more sustainable and active transport modes
- providing high quality cycle parking and end of trip facilities (showers) designed with the users' journey in mind to promote active travel
- reducing car parking and reliance on cars
- better and safer arrival for cyclists segregated from vehicles
- removing the glazed entrance which is seen as a negative feature in the conservation area
- being of high architectural and design quality with the building being carefully articulated to sit comfortably within the street scene
- repairing the conservation area and the street scene in the northern corner of the site
- ensuring that planting is semi-mature on day one to partially mitigate the loss of the 4 trees to the south frontage
- delivering a 30% canopy cover increase within 30 years. This would result in an urban greening factor of 0.4069, and while this is not a policy requirement, this would significantly exceed the London standard of 0.3 for commercial developments.

- Robust highly commendable approach to mitigating climate change by:
    - targeting BREEAM excellent, a current score of 73.2%
    - targeting an energy efficiency EPC A rating
    - achieving operational carbon emissions savings of 54.25% beyond Part L compliant baseline
    - achieving 5 Wat01 BREEAM credits

    - utilising rainwater harvesting
    - Low embodied carbon by retaining existing steel frame and substructure estimates the lifecycle embodied carbon at 556 kg/CO2/m2/GIA, which is an improvement on the RIBA 2030 target of 750 kgCO2/m2GIA, and is very close to an A rating for lifecycle embodied carbon.
    - going fossil fuel free (through the use of PV panels and air source heat pumps)

- delivering a 45.12% gain in biodiversity
- having no significant harmful impact on residential amenity
- delivering a truly inclusive development where people of all ages and abilities can access freely
- re-developing the existing frame to provide a building which will be fit for purpose for the next 40 years

10.201 Officers consider that while there is harm arising from the loss of the trees, this harm will be mitigated through additional planting limiting this harm to the short term. In order to provide the significant public benefits listed above, these trees needed to be removed. This was a view also shared by the Design Review Panel. Taking all factors into account, officers therefore consider that the proposed development delivers significant public benefits which outweigh the short-term harm arising from the loss of the trees.

10.202 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 S106.

11.0 Recommendation

11.1 **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.

12.0 Planning Conditions

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 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.

5 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).

6 No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Drainage Strategy Report for Planning prepared by Ramboll (ref: 620014618-RAM-XX-XX-RP-C-0001) dated 20th 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

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

may compromise the ability to mitigate harmful impacts (Cambridge Local Plan 2018 policies 31 and 32).

7 No development 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).

8 No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. This shall include a consideration of the urban heat island effect and the use of cool materials. The details shall include colours, joints and interfaces of all materials; external features such as entrance doors, entrance screens, porch and canopies, cladding systems, metal work, windows and reveal depths, lintels, spandrel panels, roof cladding, soffits, external metal work, balustrades, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations.
The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area(Cambridge Local Plan 2018 policies 28, 55, 56 and 57)

9 No brickwork above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site detailing the choice of cladding, brick, bond, coursing, special brick patterning (stacked brickwork, string coursing, frieze detailing etc) mortar mix, design and pointing technique and the details submitted to the local planning authority in an accompanying report, and until the sample panel and report have been approved in writing by the local planning authority.

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

The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

10 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).

11 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).

12 Prior to the 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).

13A 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)

13B 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 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, 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.

14 No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following:

a) Long-term design objectives
b) Aims and objectives of management.
c) Description and evaluation of features to be managed.
d) Ecological trends and constraints on site that might influence management.
e) Prescriptions for management actions.

f) Prescription of a maintenance schedule and phasing plan for a 30-year period for all hard and soft landscaping areas including ecological mitigation, including an annual work plan capable of being reviewed every 5 years.
g) Details of the body or organisation responsible for its implementation and its funding.
h) Ongoing monitoring and remedial measures including identification of contingencies and/or remedial action.

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

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

15 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 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).

16 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).

17 Notwithstanding the approved plans, the flat roof of the outbuilding(s) hereby approved shall be a green biodiverse roof(s). The green biodiverse roof(s) shall be constructed and used in accordance with the details outlined below:

a) Planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 60 mm thick.
b) Provide suitable access for maintenance.
c) Not used as an amenity or sitting out space and only used for essential maintenance, repair or escape in case of emergency.

The green biodiverse roof(s) shall be implemented in full prior to the use of the outbuilding(s) and shall be maintained in accordance with the Green Roof Organisation's (GRO) Green Roof Code (2021) or successor documents, unless otherwise agreed in writing by the Local Planning Authority.

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). The Green Roof Code is available online via: green-roofs.co.uk.

18 No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

19 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).

20 All ecological measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal and Preliminary Roost Assessment (MKA Ecology, February 2024) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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

21 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).

22 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).

23 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).

24 No works to any trees shall be carried out until the Local Planning Authority has received and approved in writing the full details of replacement planting. Details are to include number the of replacements, species, size, location and approximate date of planting. The planting shall be carried out in accordance with the approved details.

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

25 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).

26 No development (or phase of) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:

(a) A Phase 2 Intrusive Site Investigation Report based upon the findings of the "COMBINED GEOTECHNICAL AND CONTAMINATED LAND DESK STUDY REPORT" (by Ramboll, Ref 1620014618, Issue No. 04, dated 21/02/2024),

(b) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

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

27 The development (or each phase of the development where phased) shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

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

28 The development (or each phase of the development where phased) shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

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

29 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).

30 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).

31 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, construction and phasing programme.

b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.

c) Construction/Demolition 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) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the local planning authority 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 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 and details on neighbour liaison and communications.

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 the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

32 The plant / equipment as approved shall be installed and operated in accordance with the principles, design and specifications (including operational noise levels, attenuation / mitigation and the results of the BS4142-type assessment) contained within the submitted document "Clarendon House; Noise Impact Assessment", Revision A (CPW, February 2024).

The plant / equipment and the mitigation as approved shall be maintained and retained thereafter.

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

33 Prior to the use of all external plant as approved, an acoustic commissioning / completion report shall be submitted in writing to the Local Planning Authority for approval. The report shall demonstrate, through the use of monitored noise data, compliance with the detail contained within the submitted document "Clarendon House; Noise Impact Assessment", Revision A (CPW, February 2024), including operational noise levels, attenuation / mitigation and compliance with the results of the BS4142-type assessment daytime and night-time.

Any additional mitigation measures required shall be clearly identified and evidenced within the report. The plant / equipment and the mitigation as approved shall be maintained and retained thereafter.

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

34 Acoustic / unamplified music and the playing of amplified music / voice is prohibited within / on all roof terraces at all times.

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

35 The external roof terraces shall only be accessible for use by visitors and staff between the hours of 07:00 - 19:00hrs Monday- Saturday.

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

36 Deliveries to or dispatches from the site (excluding postal services but including waste collections) shall not be made outside the hours of 07:00 - 19:00hrs on Monday to Friday, 08:00 - 13:00hrs on Saturday or at any time on Sundays or public holidays.

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

37 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 the amenity of nearby properties. (National Planning Policy Framework, Feb 2019 - paragraph 180 c) and Cambridge Local Plan 2018 - policies 34 and 59).

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 1,000m2 non-residential floor space or, if rapid charge point installation is not possible, one fast EV Charge Point for every 1,000m2 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 (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

39 The development hereby approved, shall only be used in accordance with the provisions as set out within Use Class E(g) of the Town and Country Planning Use Classes Order 2020 (as amended), unless otherwise agreed in writing by the local planning authority.

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

40 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).

41 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